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April 4, 2012

Marlene H. Dortch  
Secretary  
Federal Communications Commission  
445 12<sup>th</sup> Street, S.W.  
Washington, D.C. 20554

Re: National Exchange Carrier Association, Inc.  
2012 Further Modification of Average Schedules, WC Docket No. 11-204

Dear Ms. Dortch:

Attached is NECA's *2012 Further Modification of Average Schedules*. This filing is made in compliance with section 69.606 of the Commission's rules, 47 C.F.R. § 69.606, and contains proposed further revisions to formulas used for average schedule interstate settlement disbursements. These average schedule formula revisions update those filed by NECA on December 22, 2011 in this docket, and continue to be proposed to become effective for a one-year period beginning on July 1, 2012.

In accordance with the Commission's rules, this *2012 Further Modification of Average Schedules* has been filed electronically in the above-referenced docket.

Also, NECA is simultaneously delivering to the Commission a PC compact disk that includes the Appendices to the *2012 Further Modification of Average Schedules* in Microsoft-Excel format. This information is identical to that electronically filed with the Commission in Portable Document Format (PDF) in the above-captioned matter.

If you have questions regarding the content of these files, please contact Mr. Steve Quinnan, Director, Average Schedules, at 973-884-8099.

Sincerely,

A handwritten signature in black ink, appearing to read "Richard A. Askoff".

Attachment:

2012 Modification of Average Schedules

Cc: Douglas Slotten, WCB  
Pamela Arluk, WCB (w/o enclosure)  
Albert Lewis, WCB (w/o enclosure)  
Best Copy

National Exchange Carrier Association, Inc.

2012 Further Modification of Average Schedules

WC Docket No. 11-204

April 4, 2012

## I. Introduction

The National Exchange Carrier Association (NECA)<sup>1</sup> herein proposes further modifications to interstate average schedule formulas proposed to go into effect July 2012, for Federal Communications Commission (FCC or Commission) approval. These formulas are scheduled to be effective from July 1, 2012 to June 30, 2013, and revise those submitted for Commission approval by NECA on December 23, 2011 (the December 2011 Filing).<sup>2</sup> These changes are required to conform the December 2011 Filing to the Commission's USF-ICC Transformation Order.<sup>3</sup>

The December 2011 Filing was submitted shortly after the Order was issued. Since that time, NECA and the Industry Average Schedule Task Group have analyzed the Order and rules adopted therein for potential additional impacts on the average schedule formulas. Based on these further analyses, NECA has determined that several additional modifications to the formulas are required to assure that disbursements to average schedule companies will continue to "simulate" those received by a similarly-situated cost company, as required under section 69.606(a) of the Commission's rules.<sup>4</sup>

Specifically, this filing reflects changes to switched traffic sensitive average schedule formula development methods to conform to the requirements of the Commission's USF-ICC Transformation Order. That Order establishes a baseline revenue requirement for each study

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<sup>1</sup> NECA administers interstate access charge tariffs and revenue pools on behalf of member ECs, and the preparation and filing of average schedule formulas, in accordance with the Commission's Part 69 rules (47 C.F.R. Part 69).

<sup>2</sup> National Exchange Carrier Association, Inc., Proposed 2012 Modification of Average Schedules Formulas, WC Docket No. 11-204 (filed Dec. 23, 2011).

<sup>3</sup> *Connect America Fund*, WC Docket No. 10-90, *A National Broadband Plan for Our Future*, GN Docket No. 09-51, *et al.*, Report and Order and Further Notice of Proposed Rulemaking, FCC 11-161 (rel. Nov. 18, 2011) (*Order*).

<sup>4</sup> 47 C.F.R. § 69.606(a).

area, subject to a five per cent annual phase-down.<sup>5</sup> Correspondingly, this filing provides a baseline table of such revenue requirements, one for each average schedule study area and defines how those amounts will be used in average schedule settlements.

In addition, this filing modifies calculations proposed in the December 2011 Filing, of Line Port and “TIC” shift components of common line settlements, and of TIC shift components of special access, to recognize the freeze of amounts in the underlying local switching and transport elements.

As this filing will change settlement effects of formulas proposed in the December Filing, the Appendix B to this filing includes a new report of settlement impacts. Overall, with demand held constant, average schedule companies will experience a 4.1% reduction in settlements compared to those in effect today. In contrast, average schedule study areas participating in all NECA’s tariff elements including DSL will experience an overall increase of 4.6%.

The formulas proposed herein will comply with Commission rules effective July 2012, and should be approved for use on that date.

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<sup>5</sup> *Id.*, § 51.917(d).

## II. Formula Modification Methods

### A. Common Line Formulas

Common line formulas proposed in NECA's December Filing reflect the application of the Commission's new rule 54.901(c), which limits Corporate Operations Expense includable in revenue requirements affecting interstate common line support. In addition, in compliance with new Commission rules affecting common line calculations, NECA proposes by this Further Modification to freeze the amounts of Line Port and TIC costs shifted to common line, which would be subject to this new Expense limit. Freezing these amounts conforms the shift amounts included in common line settlements to the amounts removed from the frozen switched traffic sensitive baseline revenue requirements, which are reflected in the proposed traffic sensitive formulas described below.

For average schedule study areas participating in NECA's traffic sensitive tariff, for the June 15, 2011 tariff filing NECA projected line port and common line TIC shifts using the average schedule formula. Average schedule study areas who filed their own traffic sensitive tariff calculated their own shift amounts, and provided those amounts to NECA for inclusion in its common line tariff.

Amounts of Line Port and common line TIC shifts included in the June 15, 2011 tariff filing for individual average schedule study areas are displayed in Appendix A of this filing.<sup>6</sup> NECA proposes these frozen baseline amounts as the line port and TIC shift basis of each study area's

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<sup>6</sup> NECA likewise proposes to freeze common line shifts of Line Port and TIC amounts for average schedule companies who do not participate in NECA's traffic sensitive tariff. These companies determine their own Line Port and TIC shifts as part of developing their own traffic sensitive tariff filings, and report the common line amounts to NECA as a component of calculation by NECA of their monthly common line settlements. Their common line shift amounts are also shown in Appendix A.

common line settlement beginning July 2012, to be adjusted by the Corporate Operations Expense limit factor of 0.99491, shown in the proposed “COMMON LINE FORMULA” in Section IV of this filing.

#### B. Switched Access Settlement Formulas

The USF – ICC Transformation Order requires use of a baseline revenue requirement reflecting projections included in access tariff filings for the year beginning July 2011, for the purpose of computing a study area’s Eligible Recovery.<sup>7</sup> NECA’s tariff filing documented the development of test period access element revenue requirements, including a description of the use of the proposed average schedule formulas to calculate revenue requirements allocated to each access element.<sup>8</sup> Exhibit 1 below shows switched access revenue requirement amounts of average schedule companies, which were included in that filing.

Exhibit 1  
Switched Traffic Sensitive Revenue Requirements of Average Schedule Companies  
Test Period Projections in NECA’s June 15, 2011 Tariff filing (\$Millions)

	A. June 2011 Tariff Filing	B. March 2012 Average Schedule Participants
1. Study Areas	374	361
2. Average Schedule Settlements	\$151.166	\$148.083
3. Adjustment for Line Port and TIC	\$42.230	\$41.655
4. Switched TS Revenue Requirement (2 - 3)	\$108.936	\$106.428

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<sup>7</sup> *Id.*

<sup>8</sup> NECA Access Service Tariff FCC No. 5, Transmittal No. 1314 (June 16, 2011), *Description and Justification*, at 2, Exhibit 4.

Column A of this exhibit shows the data of average schedule study areas participating in the traffic sensitive pool at the time of the 2011 tariff filing. Column B shows the same data, but excludes companies who have since converted to individual cost based settlements. NECA will use amounts underlying this total for each study area who continues to participate in its traffic sensitive pool in July 2012. Settlement impact exhibits later in this filing include only those average schedule study areas who continue to participate in NECA's traffic sensitive pool.

In this filing NECA proposes to use one-twelfth of these amounts as monthly settlement values for each study area, reduced by five per cent in the year beginning July 2012.<sup>9</sup> In addition, NECA proposes to freeze the amounts of shifts of Line Port costs to the common line category, and TIC shift costs to each access category. Following is a discussion of these methods.

Of the settlement formulas proposed in NECA's December 22, 2010 Modification of Average Schedules<sup>10</sup>, Exhibit 2 shows the projected test period settlement amounts from each of the six settlement formulas which include switched access costs, for the total of the 361 study areas settling with NECA's traffic sensitive pool on the basis of average schedules at the time of this filing.

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<sup>9</sup> CFR §51.917(d)(i)(2) allows a rate of return carrier to recover its base period revenue requirement, which is defined in §51.917(b) to equal "its projected interstate switched access revenue requirement associated with the NECA 2011 annual interstate switched access tariff filing", and reduced 5% by §51.917(b)(2).

<sup>10</sup> National Exchange Carrier Association, Inc., Proposed 2011 Modification of Average Schedules Formulas, WC Docket No. 10-251 (filed Dec. 22, 2010).

Exhibit 2  
 Baseline Revenue Requirements for Average Schedule Study Areas  
 Participating in NECA's Traffic Sensitive Pool in March 2012

	Baseline 2011/2012 Test Period Amount
1 Central Office	94,401,806
2 Line Haul Distance Sensitive	19,709,295
3 Line Haul Non-Distance Sensitive	22,551,115
4 Intertoll Dial Switching	3,326,042
5 Signaling System 7	8,092,332
6 Equal Access	2,088
7 Settlement Formula Total (1 through 6)	148,082,678
8 Baseline Line Port Shift	16,308,344
9 Common Line Baseline TIC Shift	18,505,831
10 Settlement Formulas Less CL Shifts (7 - 8 - 9)	113,268,503
11 Baseline Special Access TIC Shift	6,840,461
12 Switched Access Revenue Requirement (10 - 11)	106,428,042

The formulas shown on lines 1 through 6 are developed following Part 36 and Part 69 of the Commission's rules, but do not embody the calculations required by §69.306 – the Line Port shift shown on line 8, or §69.415 – the Transport Interconnection Charge (TIC) shift shown on line 9 of the exhibit. Rather, average schedule formulas and tariff filing methods determine amounts of Line Port and TIC shifts after first determining revenue requirements in each of the first six formulas. This mirrors calculations in a cost separations study by a cost company, which similarly determine these shifts after first calculating the underlying revenue requirements of each access category.

For each average schedule study area, NECA proposes to use an amount calculated as shown on line 12 of Exhibit 2 as the baseline switched access revenue requirement. These amounts are shown for each study area as “TS Switched Baseline” in Appendix A. Pursuant to Commission rule §51.917(b)(2), beginning July 2012, switched access settlement payments to each average schedule study area are proposed to equal 95% of this baseline amount.

### C. Special Access Settlement Formulas

In the December 2011 Filing, NECA proposed several new features of the average schedule special access settlement formula, including partitioning the basic settlement formula calculations and the TIC shift allocations into separate amounts for DSL and other special access services. This partition of the special access formula enables NECA to materially improve the accuracy of settlements and the projection of revenue requirements in NECA tariff filings.<sup>11</sup> Among other things, it enables NECA to assure that study areas providing DSL using NECA’s tariff are compensated for the DSL category of special access TIC shift from NECA’s pool, while those providing DSL outside NECA’s tariff are not. Exhibit 3 shows the formula proposed by NECA in the December filing for partitioning the traffic sensitive TIC shift to special access components.

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<sup>11</sup> National Exchange Carrier Association, Inc., Proposed 2012 Modification of Average Schedules Formulas, WC Docket No. 11-204, p. VII-32 ff.

### Exhibit 3

#### Allocation of Traffic Sensitive TIC Shift to Special Access Categories December 2011 Filing Proposal

For Study Areas Providing DSL in NECA's Tariff

$$\text{DSL Portion} = \frac{\text{DSL Settlements}}{\text{Traffic Sensitive Settlements} - \text{LSS}}$$

$$\text{Non DSL Portion} = \frac{\text{Non DSL Settlements}}{\text{Traffic Sensitive Settlements} - \text{LSS}}$$

For Study Areas Providing DSL outside of NECA's Tariff

$$\text{DSL Portion} = 0.3021$$

$$\text{Non DSL Portion} = \frac{0.6979 \times \text{Non DSL Settlements}}{\text{Traffic Sensitive Settlements} - \text{LSS}}$$

These apportionments depend on total traffic sensitive settlements calculated each month, less local switching support. NECA proposes to adapt these methods by freezing and apportioning the baseline special access TIC shift, as shown in Exhibit 4 below.<sup>12</sup> In addition, NECA continues to propose the same basic special access formula provided in the December 2011 Filing.

In the June 2011 tariff filing, NECA apportioned the TIC revenues of each study area to the common line category, using the common line TIC shift formula proposed to take effect that July. NECA next apportioned the residual traffic sensitive TIC revenues between access categories based on projected baseline settlements in each category, as follows.

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<sup>12</sup> While the formula proposed in December used settlements data for this apportionment, the method proposed herein uses revenue data. When referring to baseline data of study areas participating in NECA's traffic sensitive tariff including DSL, use of either revenues or settlements as the apportionment basis is equivalent, because the baseline formula calculated settlements by applying the same retention ratio to revenues from both DSL and other services.

#### Access Category TIC Apportionment Ratio

$$= \frac{\text{Access Category Projected Test Period Settlements}}{\text{Traffic Sensitive Projected Test Period Settlements} - \text{LSS Projected to the Test Period}}$$

In this filing, NECA proposes instead to partition the baseline special access TIC shift amounts to DSL and non DSL components as shown in Exhibit 4. Results of these calculations for each study area are included in Appendix A.

#### Exhibit 4 Allocation of Special Access TIC to Categories Modified Proposal

For Study Areas Providing DSL in NECA's Tariff

$$\text{DSL Portion} = \frac{\text{Baseline DSL Revenues}}{\text{Baseline Special Access Revenues}}$$

$$\text{Non DSL Portion} = \frac{\text{Baseline Non DSL Revenues}}{\text{Baseline Special Access Revenues}}$$

For Study Areas Providing DSL outside of NECA's Tariff

$$\text{DSL Initial Fraction} = 0.3021$$

Non DSL Initial Fraction

$$= \frac{0.6979 \times \text{Baseline Non DSL Settlements}}{\text{Baseline Traffic Sensitive Settlements} - \text{Baseline LSS}}$$

$$\text{DSL Portion} = \frac{\text{DSL Initial Fraction}}{\text{DSL Initial Fraction} + \text{Non DSL Initial Fraction}}$$

$$\text{Non DSL Portion} = 1 - \text{DSL Portion}$$

$$\text{DSL TIC Shift} = \text{DSL Portion} \times \text{Baseline Special Access TIC Shift}$$

$$\text{Non DSL TIC Shift} = \text{Non DSL Portion} \times \text{Baseline Special Access TIC Shift}$$

There are compelling reasons to freeze the special access TIC shift amounts. First, frozen amounts it will be consistent with the TIC amount used to calculate the baseline switched access revenue requirement. Second, not freezing the special access TIC would require annual recalculation of the amount, which by Commission rules would require data and calculations

using switched access settlement formulas and local switching support amounts. As there would not otherwise be a need for switched access settlement formulas, and as local switching support amounts will no longer be defined for future periods, this is not practical.

### III. Settlement Impacts

In the December 2011 Filing NECA proposed overall traffic sensitive settlement reductions for average schedule companies, with some study areas gaining and others losing settlements. NECA continues to propose reductions in this filing, with somewhat different overall and individual impacts. Exhibit 5 summarizes impacts on switched traffic sensitive settlements comparing those proposed in this filing to current formula settlements.

Exhibit 5  
Summary of Proposed Further Formula Changes

	Proposed Average Formula Change	Formula % of Total
A. Common Line	-0.45%	57.94%
B. Switched Traffic Sensitive	-5.42%	20.31%
C. Special Access DSL	15.32%	5.29%
D. Special Access Non-DSL	-17.90%	16.46%
E. Total	-4.13%	100.00%

Proposed settlement formulas would reduce average schedule settlements from current levels by 4.13%, with demand held constant. In addition, because NECA anticipates decreases in access line counts in the coming year, further decreases in common line settlements can be expected. Considering only data of study areas participating in NECA's DSL tariff with demand held constant, the overall change would be an *increase* of 4.61%. Exhibit 6 shows average schedule settlements based on current demand from the current average schedule population.

Exhibit 6  
Proposed Monthly Settlement by Major Settlement Element

A. Common Line Basic	\$18,790,924
B .TIC and Line Port Reallocation Shifts (B1 + B2)	\$3,188,985
1. CL Line Port and TIC - in TS Pool	\$2,901,181
2. CL Line Port and TIC – not in TS Pool	\$287,804
C. CL Universal Service Contribution	\$2,177,024
D. Common Line Total ( $0.99491 \times (A + B) + C$ )	\$24,045,055
E. Switched Traffic Sensitive	\$8,425,553
F. TIC Reallocation Shifts	\$570,038
1. SA Non DSL TIC	\$300,304
2. SA DSL TIC – DSL in NECA Tariff	\$67,065
3. SA DSL TIC – DSL not in NECA Tariff	\$202,670
G. Special Access Non DSL (Includes line F1)	\$6,828,699
H. Special Access DSL (Includes line F2)	\$2,195,480
I. Traffic Sensitive Total (E + F3 + G +H)	\$17,652,402
J. Overall Total (D + I)	\$41,697,457

Impacts on individual average schedule study areas are shown in Appendix B, and are summarized by access line size in Exhibit 7<sup>13</sup>. By this exhibit, study areas with fewer 500 than access lines, or with access lines between 2,500 and 10,000, can expect traffic sensitive settlement decreases to outweigh common line increases. Except for the largest average schedule study area (one of those scheduled to convert to price caps in July 2012) who will experience a significant common line decrease, those with more than 20,000 access lines can expect increases

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<sup>13</sup> Among these, as many as eighteen study areas affiliated with price cap carriers Windstream Corporation, Fairpoint Communications, Inc., Frontier Communications Corporation, and Consolidated Communications Inc. may convert from average schedule to price cap status in July.

in common line accompanied by decreases in traffic sensitive, while other study areas are expected to experience small increases in overall settlements.

**Exhibit 7**  
**Settlement Impacts of Proposed Average Schedules**

Access Line Size Group	Study Areas	% Change Common Line	% Change Traffic Sensitive	% Change Total	Per Line Change Total
0 to 500	88	2.01%	-3.29%	-1.24%	-\$0.83
501 to 1000	77	5.35%	-0.69%	1.98%	\$1.00
1001 to 2500	115	5.52%	-4.57%	0.21%	\$0.09
2501 to 5000	45	6.00%	-8.45%	-0.62%	-\$0.21
5001 to 10000	30	5.04%	-9.50%	-0.92%	-\$0.28
10001 to 20000	12	3.82%	5.86%	4.58%	\$1.20
> 20000	12	-9.26%	-18.95%	-12.99%	-\$3.36
All Study Areas	379	-0.45%	-8.78%	-4.13%	-\$1.30

Section IV displays the proposed formulas. These formulas comply with Commission rule §69.606 by providing for settlements that would be received by a cost company that is representative of average schedule companies, and comply with new rules released by the Commission in its USF – ICC Transformation Order. NECA requests the Commission approve these formulas for implementation on July 1, 2012.

#### IV. Proposed Formulas

##### **COMMON LINE ACCESS LINE FORMULA**

###### Current:

Settlement = Access Lines × Settlement per Access Line

Settlement per Line

If LPE less than 500 then,  $\$25.395963 - (\$0.019157 \times \text{LPE})$

If LPE between 500 and 1,000 then,  $\$12.306955 + (\$1755.25 / \text{LPE})$

If LPE between 1,000 and 5,000 then,  $\$14.527815 - (\$0.000466 \times \text{LPE})$

If LPE 5,000 or more then,  $0.9638 \times \{ \$12.306955 + (\$1755.25 / \text{LPE}) \}$

###### Proposed:

Settlement = Access Lines × Settlement per Access Line x CL Adjustment

Settlement per Line

If LPE less than 400 then,  $\$21.925937 - (\$0.007012 \times \text{LPE})$

If LPE between 400 and 800 then,  $\$12.145691 + (\$2790.18 / \text{LPE})$

If LPE between 800 and 5,000 then,  $\$16.334215 - (\$0.000876 \times \text{LPE})$

If LPE 5,000 or more then,  $0.9410 \times \{ \$12.145691 + (\$2790.18 / \text{LPE}) \}$

CL Adjustment

If Lines greater than 80,000 and Exchanges greater than 5 then: 0.5978

Else: 1

##### **COMMON LINE LINE PORT FORMULA**

Current:  $0.172755 \times$  Central Office Formula

Proposed: Baseline Line Port Shift displayed in Appendix A

##### **COMMON LINE TRANSPORT FORMULA**

###### Current:

Basic Transport Formulas

= Line Haul Distance Sensitive Formula + Line Haul Non Distance Sensitive Formula  
+ Intertoll Switching Formula

If  $0.440350 \times$  Basic Transport Formulas  $\leq$  TIC Revenues

Then CL Transport Formula =  $0.440350 \times$  Basic Transport Formulas

Else CL Transport Formula = TIC Revenues

Proposed: Baseline Common Line TIC Shift displayed in Appendix A

## **COMMON LINE FORMULA**

### **Current:**

$0.98702 \times (\text{Common Line Access Line Formula} + \text{Common Line Line Port Formula} + \text{Common Line Transport Formula})$

### **Proposed:**

$0.99491 \times (\text{Common Line Access Line Formula} + \text{Common Line Line Port Formula} + \text{Common Line Transport Formula})$

## **COMMON LINE RATE OF RETURN FORMULA**

Monthly Common Line settlements are adjusted to reflect the Rate of Return (ROR) achieved by the total NECA Common Line pool.

**Current:**  $0.737908 + (2.329707 \times \text{ROR})$

**Proposed:**  $0.742741 + (2.286747 \times \text{ROR})$

## **UNIVERSAL SERVICE SUPPORT CONTRIBUTION FORMULA**

### **Current:**

An amount equal to the study area's contribution to the Federal Universal Service program assigned to the interstate common line access category according to Commission rules.

### **Proposed:**

An amount equal to the study area's contribution to the Federal Universal Service program assigned to the interstate common line access category according to Commission rules.

## **SWITCHED TRAFFIC SENSITIVE FORMULA**

### **Current:**

Current Central Office, Distance Sensitive Line Haul, Non Distance Sensitive Line Haul, Intertoll Dial, Signaling System 7 and Equal Access Formulas displayed in NECA's December 2011 filing.

### **Proposed:**

Settlements = 95% of the Study Area's Baseline Switched Access Revenue Requirement, based on NECA's June 15, 2011 tariff filing, as displayed in Appendix A.

## **SPECIAL ACCESS FORMULA**

### **Current:**

Settlement = Special Access Revenues × Retention Ratio × Tariff Rate Index

For study areas with DSL in NECA's Tariff or without any DSL

If Special Access Revenues per Exchange less than 1,500:

$$3.40 - 0.001133 \times \text{Special Access Revenues per Exchange}$$

If Special Access Revenues per Exchange between 1,500 and 3,500:

$$2.16 - 0.000309 \times \text{Special Access Revenues per Exchange}$$

If Special Access Revenues per Exchange greater than 3,500:

$$0.5747 + 1775.08 / \text{Special Access Revenues per Exchange}$$

For study areas offering DSL outside of NECA's Tariff

If Special Access Revenues per Exchange less than 1,500:

$$2.71 - 0.001133 \times \text{Special Access Revenues per Exchange}$$

If Special Access Revenues per Exchange between 1,500 and 3,500:

$$1.26 - 0.000172 \times \text{Special Access Revenues per Exchange}$$

If Special Access Revenues per Exchange greater than 3,500:

$$0.5747 + 301.32 / \text{Special Access Revenues per Exchange}$$

Tariff Rate Index =  $1 / (1 + \text{Tariff Special Access Relative Rate Change since 12/10})$

### **Proposed Special Access Non-DSL Formula:**

Settlement = Rate Adjusted Special Access Revenues × Retention Ratio

+ Baseline Non-DSL TIC Shift

Rate Adjusted Special Access Revenues = Non-DSL Revenues × Non-DSL TRI

For study areas with DSL in NECA's Tariff or without any DSL

If Rate Adjusted Revenues per Exchange less than 500:

$$6.56 - 0.006557 \times \text{Rate Adjusted Revenues per Exchange}$$

If Rate Adjusted Revenues per Exchange between 500 and 1,000:

$$4.37 - 0.002186 \times \text{Rate Adjusted Revenues per Exchange}$$

If Rate Adjusted Revenues per Exchange greater than 1,000:

$$0.4532 + 1732.36 / \text{Rate Adjusted Revenues per Exchange}$$

For study areas offering DSL outside of NECA's Tariff

If Rate Adjusted Revenues per Exchange less than 500:

$$6.56 - 0.006557 \times \text{Rate Adjusted Revenues per Exchange}$$

If Rate Adjusted Revenues per Exchange between 500 and 1,000:

$$4.92 - 0.003282 \times \text{Rate Adjusted Revenues per Exchange}$$

If Rate Adjusted Revenues per Exchange greater than 1,000:

$$0.4532 + 1184.29 / \text{Rate Adjusted Revenues per Exchange}$$

Non-DSL TRI =  $1 / [(\text{Non-DSL 2012 Uniform Rate relative to December 2011 Uniform Rate}) \times (\text{2012 Band Rate relative to Uniform Rate})]$

Proposed Special Access DSL Formula:

Settlement = (DSL Lines × Settlement per DSL Line + \$835.81) + Baseline DSL TIC Shift

Percent DSL = (DSL Lines / Access Lines) × 100

For study areas offering DSL in NECA Tariff

If Percent DSL less than 30%:  $\$34.42 - 0.573617 \times \text{Percent DSL}$

If Percent DSL between 30% and 45%:  $\$25.81 - 0.286809 \times \text{Percent DSL}$

If Percent DSL greater than 45%:  $\$12.9064$

Proposed DSL TIC Shift:

The DSL portion of the Baseline Special Access TIC shift from NECA's June 2011 tariff filing, as shown in Appendix A of this filing. This settlement will be paid only to study areas participating in NECA's DSL Tariff.

Proposed Non DSL TIC Shift:

The special access non-DSL portion of the Baseline Special Access TIC shift from NECA's June 2011 tariff filing, as shown in Appendix A of this filing.

**TRAFFIC SENSITIVE RATE OF RETURN FORMULA**

Monthly Traffic Sensitive settlements are adjusted to reflect the Rate of Return (ROR) achieved by the total NECA Traffic Sensitive pool.

Current:  $0.802618 + (1.754507 \times \text{ROR})$

Proposed:  $0.813677 + (1.656204 \times \text{ROR})$

**Appendix A**  
**NECA 2011 Further Modification of Average Schedules**

**Proposed Annual Baseline Switched Traffic Sensitive, and Frozen Line Port and TIC Shifts**

Study Area	In NECA's TS Pool?	In NECA's DSL Tariff?	Switched TS Baseline	Line Port Shift frozen	CL TIC Shift Frozen	DSL TIC Frozen	Special Access Non DSL TIC Frozen
100005	Yes	No	78,791	15,362	6,605	1,678	1,501
100015	Yes	Yes	577,650	91,046	131,613	33,068	29,404
100019	Yes	No	558,740	78,246	121,953	7,033	773
100020	Yes	No	374,164	53,101	88,034	24,962	22,336
100022	Yes	No	396,894	68,851	78,090	22,682	27,796
120042	Yes	Yes	52,477	9,401	4,800	0	0
120043	Yes	Yes	243,472	43,012	20,451	4,749	2,161
140053	Yes	Yes	140,352	24,262	8,149	1,863	2,766
140064	Yes	Yes	472,816	81,271	65,649	14,103	4,123
150076	Yes	No	102,887	16,428	7,335	1,892	1,645
150125	Yes	No	368,137	65,856	34,359	11,607	16,143
170145	Yes	Yes	217,078	35,371	26,746	808	3,912
170151	Yes	No	541,847	95,621	117,132	36,636	46,702
170156	Yes	No	175,441	30,459	20,071	6,498	8,091
170161	Yes	No	9,129,305	1,228,867	3,367,627	597,371	640,553
170162	Yes	No	1,131,847	202,846	323,036	107,199	161,280
170165	Yes	No	1,549,650	234,685	433,081	66,716	94,712
170171	Yes	No	150,909	26,329	8,852	2,567	2,288
170175	No	No	0	52,860	87,912	0	0
170191	Yes	No	1,155,734	181,283	172,222	44,290	34,401
170193	Yes	No	2,251,763	395,075	805,621	272,076	428,741
170195	Yes	Yes	146,377	25,861	5,252	2,304	256
170196	Yes	No	578,345	105,313	71,010	18,570	16,055
170197	Yes	No	176,695	30,075	12,178	861	366
170200	Yes	Yes	180,654	32,221	13,265	3,358	5,570
170204	Yes	No	307,953	49,097	37,514	4,567	7,118
170210	Yes	No	162,511	27,320	12,653	2,086	736
170277	Yes	Yes	52,733	10,761	939	0	0
190220	Yes	Yes	86,796	13,412	2,040	0	0
190225	Yes	Yes	498,872	85,375	94,456	34,017	14,417
190226	No	No	0	191,604	20,328	0	0
190237	Yes	Yes	232,067	41,497	20,244	5,126	5,668
190238	Yes	No	322,638	53,839	37,320	585	450
190239	Yes	Yes	110,749	18,240	7,305	3,755	548
190243	Yes	Yes	231,044	41,443	24,399	6,199	10,652
190250	Yes	No	1,313,474	212,112	307,671	43,522	68,170

**Appendix A**  
**NECA 2011 Further Modification of Average Schedules**

**Proposed Annual Baseline Switched Traffic Sensitive, and Frozen Line Port and TIC Shifts**

Study Area	In NECA's TS Pool?	In NECA's DSL Tariff?	Switched TS Baseline	Line Port Shift frozen	CL TIC Shift Frozen	DSL TIC Frozen	Special Access Non DSL TIC Frozen
190253	Yes	No	251,823	45,581	27,021	8,607	10,603
197251	Yes	No	102,730	15,761	6,938	0	0
200258	Yes	No	304,381	55,622	19,675	3,702	1,705
220324	Yes	No	241,691	49,143	14,055	4,620	6,877
220364	Yes	No	555,452	103,916	73,102	23,182	30,310
220380	Yes	Yes	403,737	55,334	78,652	9,702	6,782
220387	Yes	No	602,655	110,644	138,816	47,215	74,790
220389	Yes	Yes	509,570	100,459	53,791	13,216	26,631
220395	Yes	No	233,544	47,835	17,099	6,086	11,161
230478	Yes	Yes	193,242	34,770	17,599	6,113	7,951
230491	Yes	No	2,611,947	429,642	745,366	204,924	243,095
230494	Yes	Yes	192,466	34,801	16,437	2,582	10,925
230496	Yes	Yes	909,070	135,981	188,664	27,545	9,611
230497	Yes	Yes	150,084	24,934	20,962	7,305	7,087
230500	Yes	No	167,265	29,169	12,408	3,522	3,089
230501	No	No	0	176,076	318,048	0	0
230503	Yes	Yes	622,730	104,622	128,372	44,010	15,830
230505	Yes	Yes	272,452	45,892	36,451	9,135	2,919
230511	No	No	0	131,268	179,436	0	0
240515	No	No	0	62,316	43,824	0	0
240516	No	No	0	166,776	201,420	0	0
240532	No	No	0	22,980	0	0	0
240535	Yes	No	116,385	24,305	0	0	0
240536	Yes	Yes	779,824	145,966	118,446	46,074	42,030
240541	No	No	0	59,688	24,636	0	0
240546	Yes	No	751,589	135,406	133,627	39,691	45,376
250283	Yes	No	799,776	116,882	189,063	9,671	8,964
250285	Yes	Yes	206,781	37,860	8,922	2,817	1,461
250301	Yes	No	346,420	64,417	22,411	5,318	3,642
250311	Yes	No	241,960	39,566	20,929	5,184	5,785
250312	Yes	No	480,867	81,518	72,322	9,407	10,421
250322	Yes	Yes	517,065	87,928	83,558	8,708	19,900
260398	Yes	Yes	1,323,514	222,715	256,936	8,797	79,149
260408	No	No	0	105,540	131,544	0	0
260412	Yes	No	159,463	27,363	10,542	1,853	1,542
260417	Yes	No	177,390	29,827	14,166	1,139	743

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**NECA 2011 Further Modification of Average Schedules**

**Proposed Annual Baseline Switched Traffic Sensitive, and Frozen Line Port and TIC Shifts**

Study Area	In NECA's TS Pool?	In NECA's DSL Tariff?	Switched TS Baseline	Line Port Shift frozen	CL TIC Shift Frozen	DSL TIC Frozen	Special Access Non DSL TIC Frozen
260419	Yes	Yes	772,104	105,815	185,766	3,200	4,355
270428	Yes	Yes	99,795	16,306	8,389	2,012	5,360
280451	Yes	Yes	149,046	25,952	15,441	7,978	5,302
280460	Yes	No	363,832	57,702	35,259	12,598	18,410
280467	Yes	Yes	96,382	15,673	6,968	3,053	2,893
287449	Yes	No	105,447	16,957	7,083	1,874	1,312
290553	Yes	No	1,210,927	165,560	443,252	89,902	73,734
290554	Yes	Yes	929,631	121,303	231,556	25,031	12,653
290565	Yes	Yes	986,618	144,598	266,567	20,794	23,781
290570	Yes	No	517,613	79,735	92,514	11,270	7,378
290598	Yes	Yes	180,527	33,374	25,233	7,798	3,556
300585	Yes	No	104,345	16,288	8,149	1,433	1,004
300586	Yes	No	180,339	23,561	26,640	0	0
300588	Yes	No	372,539	35,941	21,432	0	0
300589	Yes	No	237,812	24,520	14,952	0	0
300590	Yes	Yes	244,333	28,755	28,956	0	0
300591	Yes	Yes	145,806	14,312	19,536	0	0
300604	Yes	Yes	102,664	21,026	3,549	220	2,309
300609	Yes	No	221,711	38,029	24,595	5,978	4,102
300614	Yes	No	156,515	13,896	18,372	0	0
300619	Yes	No	132,967	16,147	13,512	0	0
300625	Yes	No	190,684	25,733	23,004	0	0
300633	Yes	No	129,119	15,316	9,228	0	0
300634	Yes	Yes	247,597	44,996	19,135	7,689	2,936
300639	Yes	No	122,945	19,507	10,752	1,871	690
300645	Yes	No	168,093	33,706	6,332	978	386
300650	Yes	No	162,600	24,837	20,334	386	213
300651	Yes	No	94,758	14,981	3,604	0	0
300654	Yes	No	171,513	21,932	16,080	0	0
300656	Yes	No	142,946	20,693	20,994	870	379
300659	Yes	No	367,256	51,677	93,616	18,357	17,689
300662	Yes	No	76,253	15,359	2,191	67	14
300663	Yes	No	116,463	11,957	10,668	0	0
300664	Yes	Yes	123,504	21,173	7,123	3,225	2,140
310675	Yes	No	417,843	68,099	75,174	13,074	9,156
310676	Yes	No	373,113	66,659	43,236	10,910	8,565

## Appendix A

### NECA 2011 Further Modification of Average Schedules

#### Proposed Annual Baseline Switched Traffic Sensitive, and Frozen Line Port and TIC Shifts

Study Area	In TS Pool?	In NECA's DSL Tariff?	Switched TS Baseline	Line Port Shift frozen	CL TIC Shift Frozen	DSL TIC Frozen	Special Access Non DSL TIC Frozen
310678	Yes	Yes	182,760	31,928	10,993	2,205	323
310688	Yes	No	247,523	43,525	19,496	1,794	2,321
310694	Yes	Yes	130,470	22,413	5,668	2,401	85
310703	Yes	No	317,961	54,458	31,861	1,119	618
310725	Yes	Yes	201,294	37,016	9,256	3,702	2,452
310735	Yes	No	153,873	16,055	14,928	0	0
320744	Yes	No	218,406	38,972	12,655	1,508	1,215
320750	Yes	No	133,658	21,805	13,122	2,931	2,938
320751	Yes	No	244,429	28,246	55,536	0	0
320756	Yes	Yes	201,363	18,750	21,456	0	0
320771	Yes	No	174,400	16,044	15,168	0	0
320777	Yes	No	156,090	31,852	6,465	1,953	2,697
320778	Yes	No	176,501	30,741	11,420	2,414	1,240
320792	Yes	No	338,947	31,688	31,296	0	0
320796	Yes	Yes	97,026	15,099	10,475	6,013	1,004
320809	Yes	No	192,259	34,815	11,380	3,495	3,864
320816	Yes	No	84,754	11,623	7,296	0	0
320826	Yes	Yes	205,161	15,504	13,584	0	0
320827	Yes	Yes	223,259	18,322	26,628	0	0
320829	Yes	No	221,511	37,116	42,982	13,390	15,884
320830	Yes	No	323,350	41,522	47,805	5,642	4,319
320837	Yes	No	121,201	19,608	8,330	1,180	538
320839	Yes	Yes	206,464	18,315	24,768	0	0
330842	Yes	No	446,159	72,558	105,346	24,134	29,477
330843	Yes	No	292,532	45,221	54,840	5,993	6,150
330846	Yes	No	419,706	68,804	62,271	3,650	3,685
330847	Yes	No	85,291	16,858	5,160	999	1,002
330848	Yes	Yes	78,689	16,146	1,186	145	0
330851	Yes	No	146,484	25,639	7,405	1,894	2,243
330856	Yes	No	221,016	39,167	25,277	7,875	9,216
330865	Yes	No	171,300	34,249	7,046	891	766
330868	Yes	No	214,428	38,149	19,203	5,573	5,511
330872	Yes	No	148,424	24,835	15,015	4,270	3,749
330875	Yes	No	132,001	26,573	4,349	497	285
330879	Yes	No	353,232	62,797	36,894	6,956	5,835
330880	Yes	No	408,747	69,690	64,355	12,788	12,405

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**NECA 2011 Further Modification of Average Schedules**

**Proposed Annual Baseline Switched Traffic Sensitive, and Frozen Line Port and TIC Shifts**

Study Area	In NECA's TS Pool?	In NECA's DSL Tariff?	Switched TS Baseline	Line Port Shift frozen	CL TIC Shift Frozen	DSL TIC Frozen	Special Access Non DSL TIC Frozen
330881	Yes	No	1,491,772	235,216	356,362	43,794	62,123
330889	Yes	No	223,667	44,959	11,864	3,298	3,391
330896	Yes	No	199,127	33,479	17,606	1,196	804
330905	Yes	No	180,150	29,391	18,560	1,297	1,312
330914	Yes	No	262,481	43,995	40,194	7,555	10,139
330915	Yes	No	233,015	42,282	26,164	8,520	12,619
330925	Yes	No	185,032	31,230	16,156	2,363	1,113
330930	Yes	No	269,764	50,705	28,622	4,641	4,777
330938	Yes	No	674,850	116,069	69,841	13,671	11,326
330943	Yes	No	198,384	29,681	22,241	3,595	5,282
330944	Yes	No	766,802	130,556	159,085	38,013	40,973
330945	Yes	No	208,052	37,042	18,644	5,595	5,859
330946	Yes	Yes	166,761	29,214	13,685	3,198	5,757
330951	Yes	No	278,366	51,736	19,436	5,930	6,571
330955	Yes	No	482,040	75,425	110,895	20,052	18,462
330967	Yes	No	286,241	44,956	54,470	9,115	7,589
330970	Yes	No	422,220	65,928	53,928	7,428	9,888
340976	Yes	Yes	383,057	59,228	94,954	39,669	0
340983	Yes	No	174,346	24,425	19,241	2,414	1,518
340990	Yes	No	67,180	12,651	1,560	0	0
340993	Yes	Yes	96,431	15,651	4,902	1,064	2,115
340998	Yes	No	106,350	17,165	6,674	1,599	1,159
341016	No	No	0	437,400	80,844	0	0
341017	Yes	Yes	100,123	16,410	7,200	4,828	1,215
341021	Yes	No	46,845	9,232	2,082	0	0
341024	Yes	Yes	257,488	47,301	26,597	7,576	13,671
341029	Yes	No	154,519	21,077	16,989	3,013	1,858
341041	Yes	Yes	67,955	9,782	420	0	0
341046	Yes	Yes	52,687	10,672	1,906	830	0
341050	Yes	No	224,813	36,592	33,600	6,354	5,189
341053	Yes	No	233,092	35,782	31,272	7,246	7,613
341062	Yes	Yes	98,681	16,758	0	0	0
341075	Yes	Yes	83,685	12,893	5,841	2,191	1,720
341086	Yes	Yes	86,101	13,542	4,274	1,831	778
341087	Yes	Yes	102,970	16,359	9,722	3,718	2,433
341092	Yes	No	53,873	10,795	1,745	0	30

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**Proposed Annual Baseline Switched Traffic Sensitive, and Frozen Line Port and TIC Shifts**

Study Area	In TS Pool?	In NECA's DSL Tariff?	Switched TS Baseline	Line Port Shift frozen	CL TIC Shift Frozen	DSL TIC Frozen	Special Access Non DSL TIC Frozen
350739	Yes	Yes	78,142	10,407	6,000	0	0
351097	Yes	Yes	77,945	11,481	5,017	948	889
351098	Yes	Yes	92,547	11,934	7,848	0	0
351101	Yes	Yes	159,946	15,832	18,804	0	0
351107	Yes	Yes	81,944	11,460	6,878	111	12
351108	Yes	No	49,227	9,939	636	0	0
351112	Yes	Yes	257,692	31,685	41,332	987	877
351113	Yes	Yes	114,183	18,472	12,369	7,409	1,009
351114	Yes	Yes	98,214	14,580	2,256	0	0
351115	Yes	No	278,477	32,207	44,263	3,490	2,248
351118	Yes	No	166,383	27,219	21,588	4,852	4,975
351119	Yes	Yes	83,165	12,078	7,104	1,588	551
351121	Yes	Yes	66,502	9,381	2,328	0	0
351125	Yes	No	307,862	55,698	58,855	20,206	31,883
351126	Yes	No	84,000	17,177	1,398	24	0
351133	Yes	Yes	276,862	29,965	19,152	0	0
351136	Yes	No	123,266	15,107	13,680	0	0
351137	Yes	Yes	159,513	18,682	14,052	0	0
351139	Yes	Yes	197,066	31,582	27,839	3,061	4,927
351141	Yes	Yes	122,000	19,539	11,105	2,966	1,129
351146	Yes	Yes	79,951	11,510	6,530	1,113	792
351147	Yes	Yes	115,700	16,952	18,020	3,779	3,028
351149	Yes	Yes	88,824	12,480	7,224	0	0
351150	Yes	No	89,212	13,003	8,539	1,528	792
351152	Yes	Yes	156,597	25,001	27,915	6,612	10,422
351153	Yes	Yes	121,635	14,823	12,576	0	0
351157	Yes	Yes	169,654	22,643	17,376	0	0
351160	Yes	No	167,336	26,216	20,093	1,465	694
351162	Yes	Yes	197,430	23,260	28,512	0	0
351166	Yes	Yes	112,058	17,712	7,167	283	14
351168	Yes	Yes	454,352	55,509	59,758	12,244	4,181
351171	Yes	Yes	187,317	25,975	15,984	0	0
351173	Yes	Yes	211,545	30,560	43,732	4,652	4,162
351175	Yes	Yes	81,119	11,752	6,316	1,133	483
351176	Yes	Yes	104,403	15,851	9,941	1,903	669
351177	Yes	Yes	175,154	35,418	8,671	5,478	0

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**Proposed Annual Baseline Switched Traffic Sensitive, and Frozen Line Port and TIC Shifts**

Study Area	In TS Pool?	In NECA's DSL Tariff?	Switched TS Baseline	Line Port Shift frozen	CL TIC Shift Frozen	DSL TIC Frozen	Special Access Non DSL TIC Frozen
351179	Yes	Yes	95,587	13,151	7,332	0	0
351188	Yes	Yes	118,941	17,313	14,071	249	25
351189	Yes	Yes	172,585	24,372	20,159	4,885	1,720
351191	Yes	Yes	99,541	15,533	8,096	2,749	815
351199	Yes	Yes	87,370	13,185	6,319	1,494	745
351202	Yes	Yes	137,186	17,157	19,128	0	0
351203	Yes	Yes	105,479	16,349	10,003	2,340	1,616
351205	Yes	Yes	197,721	35,488	21,400	8,820	9,023
351212	No	No	0	35,004	14,760	0	0
351213	No	No	0	31,608	168	0	0
351217	Yes	Yes	233,907	25,506	21,348	0	0
351222	Yes	No	100,863	13,255	7,920	0	0
351225	Yes	Yes	213,554	33,127	31,594	2,802	860
351228	Yes	Yes	83,210	11,192	5,940	0	0
351230	Yes	No	221,558	34,483	36,217	4,082	3,938
351232	Yes	Yes	222,086	33,576	45,722	14,333	885
351235	Yes	Yes	102,712	16,228	7,606	2,639	448
351237	Yes	Yes	301,836	40,673	29,844	2,044	2,541
351238	Yes	Yes	77,850	10,917	6,203	702	39
351239	Yes	Yes	137,338	21,783	12,947	862	1,002
351241	Yes	Yes	105,366	17,052	8,077	4,048	941
351242	Yes	Yes	93,280	14,358	6,362	1,021	977
351245	Yes	Yes	60,363	12,380	1,752	618	534
351246	Yes	Yes	161,418	20,379	20,364	0	0
351247	Yes	Yes	171,928	27,212	18,517	310	28
351248	Yes	No	181,503	29,708	27,064	7,229	6,347
351250	Yes	Yes	99,755	15,126	9,824	2,069	1,518
351251	Yes	Yes	239,173	39,733	37,556	8,420	8,842
351257	Yes	Yes	100,726	15,325	9,938	2,667	1,054
351259	Yes	Yes	438,713	48,285	76,548	174	229
351260	Yes	No	322,044	45,216	141,697	42,915	50,309
351261	Yes	Yes	287,641	35,988	27,060	0	0
351264	Yes	Yes	120,336	18,910	11,496	2,659	597
351265	Yes	Yes	92,211	13,234	5,134	1	0
351266	Yes	Yes	95,211	10,635	6,336	0	0
351269	Yes	Yes	170,856	21,783	21,480	0	0

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**Proposed Annual Baseline Switched Traffic Sensitive, and Frozen Line Port and TIC Shifts**

Study Area	In TS Pool?	In NECA's DSL Tariff?	Switched TS Baseline	Line Port Shift frozen	CL TIC Shift Frozen	DSL TIC Frozen	Special Access Non DSL TIC Frozen
351270	Yes	Yes	80,841	11,708	5,754	748	220
351271	Yes	Yes	195,240	31,261	28,621	7,274	1,988
351273	Yes	No	118,880	21,168	13,824	31	15
351274	Yes	No	272,103	49,837	16,170	3,510	2,009
351275	Yes	Yes	74,406	10,083	2,472	0	0
351276	Yes	Yes	131,163	21,000	11,864	2,030	891
351278	No	No	0	42,468	14,004	0	0
351280	Yes	Yes	85,952	12,713	7,182	2,074	409
351282	Yes	Yes	180,869	30,490	17,246	5,210	272
351283	Yes	Yes	166,180	26,114	18,537	686	185
351285	Yes	Yes	200,408	27,586	25,623	766	349
351291	Yes	Yes	391,768	62,778	51,236	6,008	4,820
351292	Yes	Yes	312,633	13,838	5,112	0	0
351293	Yes	Yes	166,283	26,701	20,481	5,353	683
351294	Yes	Yes	116,549	18,159	11,607	2,145	1,440
351301	Yes	Yes	226,367	29,041	24,324	0	0
351302	Yes	Yes	117,554	17,171	15,168	1,535	861
351306	Yes	Yes	450,381	51,163	17,988	0	0
351307	Yes	Yes	84,643	11,701	1,224	0	0
351308	Yes	Yes	89,012	12,660	8,320	173	436
351309	Yes	Yes	566,834	27,740	56,916	0	0
351310	Yes	Yes	106,391	15,199	12,514	643	79
351319	Yes	Yes	294,067	49,869	37,576	2,714	8,216
351320	Yes	No	201,898	27,164	38,940	0	0
351322	Yes	Yes	59,780	12,366	1,063	326	456
351331	Yes	Yes	313,263	49,668	81,803	33,124	32,274
351334	Yes	Yes	493,366	53,203	83,431	10,716	4,183
351335	Yes	Yes	79,924	12,053	4,907	530	1,930
351336	Yes	Yes	130,981	22,277	15,072	4,558	8,723
351342	Yes	Yes	80,085	10,937	5,664	0	0
351343	Yes	Yes	119,416	18,917	10,208	2,284	292
351344	Yes	Yes	232,661	32,803	30,985	224	442
351405	Yes	Yes	610,449	70,402	0	0	0
351407	Yes	Yes	142,641	22,104	5,292	0	0
351424	Yes	Yes	178,317	35,205	6,312	0	0
361348	Yes	No	48,494	8,591	744	0	0

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**Proposed Annual Baseline Switched Traffic Sensitive, and Frozen Line Port and TIC Shifts**

Study Area	In TS Pool?	In NECA's DSL Tariff?	Switched TS Baseline	Line Port Shift frozen	CL TIC Shift Frozen	DSL TIC Frozen	Special Access Non DSL TIC Frozen
361353	Yes	No	163,830	26,371	16,201	1,069	405
361356	Yes	No	262,740	42,376	40,587	5,372	4,826
361365	Yes	No	61,061	12,750	0	0	0
361372	Yes	No	108,041	14,030	4,968	0	0
361375	No	No	0	159,972	92,844	0	0
361381	Yes	No	88,716	13,596	4,074	0	0
361390	Yes	Yes	336,532	53,961	52,567	2,409	4,694
361396	Yes	No	226,940	32,228	33,840	0	0
361401	Yes	Yes	484,867	60,042	48,888	0	0
361403	Yes	Yes	190,323	35,637	15,790	175	218
361404	Yes	No	171,527	28,462	17,101	2,976	1,944
361405	Yes	Yes	290,195	40,402	16,560	0	0
361408	Yes	No	239,351	41,229	23,391	3,121	3,124
361409	Yes	No	292,945	53,868	63,581	22,848	41,395
361413	Yes	No	237,433	46,578	11,841	403	251
361423	Yes	No	107,489	17,643	9,060	0	0
361424	Yes	Yes	153,111	23,725	20,502	3,194	1,800
361426	Yes	No	125,473	19,314	12,135	528	339
361427	No	No	0	159,972	92,844	0	0
361430	Yes	No	475,413	79,667	89,205	16,645	21,233
361431	Yes	No	233,528	38,505	36,395	8,945	6,604
361439	Yes	No	162,598	24,636	21,539	602	575
361440	Yes	Yes	250,153	34,999	40,639	0	5,956
361443	Yes	No	577,090	104,940	110,300	35,480	48,561
361450	Yes	No	325,033	52,662	73,413	19,830	19,042
361472	Yes	No	624,230	66,455	124,482	10,486	7,604
361474	Yes	No	92,010	13,293	8,984	963	529
361475	Yes	No	307,080	48,374	62,545	11,395	11,077
361476	Yes	No	70,845	13,538	5,135	302	200
361479	Yes	No	659,406	110,310	120,557	20,392	20,079
361487	Yes	No	122,421	24,088	7,975	1,749	1,316
361495	Yes	No	223,011	38,407	32,763	2,223	314
361499	Yes	No	155,366	25,779	18,168	5,114	4,489
361500	Yes	No	49,846	9,315	1,404	0	0
361502	Yes	No	227,748	34,991	51,277	2,149	2,821
361505	Yes	No	735,620	93,556	149,184	0	0

**Appendix A**  
**NECA 2011 Further Modification of Average Schedules**

**Proposed Annual Baseline Switched Traffic Sensitive, and Frozen Line Port and TIC Shifts**

Study Area	In NECA's TS Pool?	In NECA's DSL Tariff?	Switched TS Baseline	Line Port Shift frozen	CL TIC Shift Frozen	DSL TIC Frozen	Special Access Non DSL TIC Frozen
361507	Yes	No	129,496	25,835	5,402	476	602
361508	Yes	No	120,591	19,888	8,456	2,231	1,590
361512	Yes	Yes	52,799	10,224	3,743	706	208
361515	Yes	No	98,346	19,325	9,123	2,685	3,097
361654	Yes	No	361,897	60,923	28,119	1,720	716
371530	Yes	Yes	379,041	49,574	50,074	5,067	9,077
371555	Yes	Yes	451,679	84,611	72,322	33,005	30,814
371563	Yes	Yes	192,809	32,973	15,070	1,464	1,219
371581	Yes	Yes	204,674	28,778	27,535	2,795	2,197
371590	Yes	No	67,782	10,118	702	0	0
381509	Yes	Yes	79,886	16,245	3,654	1,376	1,176
381601	Yes	No	67,367	8,910	1,116	0	0
381614	Yes	Yes	360,806	63,641	44,488	64	434
381615	Yes	Yes	268,526	41,013	40,616	9,482	6,871
381622	Yes	Yes	183,535	27,008	19,307	3,000	4,202
381625	Yes	Yes	725,801	107,474	164,768	6,261	10,424
381638	Yes	Yes	262,711	40,681	32,709	4,936	5,592
383303	Yes	No	2,001,395	222,131	661,272	0	0
391405	Yes	Yes	224,386	28,722	0	0	0
391640	Yes	Yes	269,498	32,275	46,224	0	0
391649	Yes	Yes	164,741	26,403	16,441	419	602
391650	No	No	0	157,104	0	0	0
391653	Yes	Yes	65,120	13,081	3,713	1,405	827
391660	Yes	No	527,195	90,991	76,821	21,797	21,224
391664	Yes	No	598,977	78,308	0	0	0
391669	Yes	Yes	466,795	53,610	71,124	0	0
391671	Yes	No	265,549	48,184	41,309	7,427	10,270
391677	Yes	Yes	575,196	42,105	0	0	0
391682	Yes	Yes	140,975	18,913	19,404	0	0
391684	Yes	Yes	238,455	22,391	51,300	0	0
401710	Yes	Yes	148,226	23,718	13,414	331	502
401712	Yes	Yes	593,650	83,179	133,886	27,339	39,638
401722	Yes	Yes	364,133	64,874	63,591	10,422	35,351
421759	Yes	Yes	422,463	74,892	36,454	605	311
421893	Yes	Yes	94,419	15,435	4,524	849	2,812
421900	Yes	Yes	306,080	58,684	22,473	1,807	1,697

## Appendix A

### NECA 2011 Further Modification of Average Schedules

#### Proposed Annual Baseline Switched Traffic Sensitive, and Frozen Line Port and TIC Shifts

Study Area	In TS Pool?	In NECA's DSL Tariff?	Switched TS Baseline	Line Port Shift frozen	CL TIC Shift Frozen	DSL TIC Frozen	Special Access Non DSL TIC Frozen
421932	Yes	Yes	182,008	33,087	10,176	5,130	2,657
421936	Yes	No	94,795	14,621	6,200	1,069	471
421942	Yes	Yes	328,349	55,884	47,452	4,535	13,456
431968	Yes	Yes	183,900	30,224	22,517	2,802	5,067
442043	Yes	Yes	110,431	18,473	7,077	1,995	3,458
442107	No	No	0	67,824	41,892	0	0
462198	Yes	Yes	159,955	25,785	14,965	934	41
462206	Yes	No	47,664	9,662	1,099	0	0
462210	Yes	No	65,814	9,184	2,672	0	0
472227	Yes	No	281,416	45,525	40,378	3,553	2,780
482252	No	No	0	48,684	0	0	0
502279	Yes	Yes	197,035	39,025	12,929	4,397	1,869
502282	Yes	No	258,536	40,668	36,730	816	514
502283	Yes	Yes	431,203	54,369	16,392	0	0
522430	Yes	No	360,204	63,049	35,496	3,617	1,643
532386	Yes	Yes	148,307	24,912	13,572	1,885	4,784
532396	Yes	Yes	88,087	13,649	6,120	969	2,510
613005	Yes	No	49,240	10,265	120	0	72
613026	Yes	No	75,293	15,592	798	0	397

**Appendix B**  
**2012 FURTHER MODIFICATIONS OF AVERAGE SCHEDULES**  
**IMPACTS OF PROPOSED FORMULAS FOR JULY 2012 USING FEBRUARY 2012 VIEW OF JANUARY 2012 SETTLEMENTS DATA**

Study Area	<u>Current Settlements</u>			<u>Proposed Settlements</u>			<u>Settlement Differences</u>			Total % Difference
	Common Line	Traffic Sensitive	Total	Common Line	Traffic Sensitive	Total	Total	Access Lines	Difference Per Line	
170277	1,888	4,869	6,756	1,704	4,175	5,878	-878	34	-25.83	-13.0%
613005	2,279	7,174	9,453	2,145	6,259	8,404	-1,049	60	-17.49	-11.1%
341041	3,024	7,782	10,806	2,814	6,822	9,636	-1,170	93	-12.58	-10.8%
341092	2,728	6,749	9,477	2,533	6,069	8,601	-876	70	-12.51	-9.2%
330848	5,363	10,015	15,378	4,983	8,411	13,393	-1,985	167	-11.88	-12.9%
341046	4,168	7,442	11,610	3,940	6,031	9,971	-1,638	139	-11.79	-14.1%
391405	14,441	30,517	44,958	13,767	25,926	39,693	-5,265	462	-11.40	-11.7%
351126	5,314	7,788	13,102	4,818	6,744	11,561	-1,541	146	-10.55	-11.8%
351407	6,450	16,114	22,563	6,222	14,366	20,588	-1,975	193	-10.24	-8.8%
361372	5,175	12,510	17,685	4,906	11,188	16,094	-1,591	161	-9.88	-9.0%
361500	1,889	4,215	6,104	1,771	3,946	5,718	-386	41	-9.42	-6.3%
381601	2,013	5,645	7,658	1,883	5,333	7,217	-441	49	-9.01	-5.8%
361401	52,151	74,897	127,048	49,860	62,126	111,985	-15,063	1,700	-8.86	-11.9%
351275	4,621	10,318	14,939	4,411	9,207	13,619	-1,320	163	-8.10	-8.8%
351292	5,711	29,562	35,273	5,636	28,070	33,706	-1,567	199	-7.87	-4.4%
351121	3,458	8,574	12,032	3,245	7,945	11,190	-842	108	-7.80	-7.0%
391660	96,940	151,198	248,138	105,113	102,398	207,510	-40,628	5,209	-7.80	-16.4%
421936	9,611	12,556	22,167	9,674	9,193	18,867	-3,300	428	-7.71	-14.9%
351149	7,165	11,202	18,368	6,981	9,546	16,527	-1,841	240	-7.67	-10.0%
361348	2,502	4,187	6,689	2,308	3,839	6,148	-542	72	-7.52	-8.1%
462210	2,126	5,449	7,576	2,014	5,210	7,224	-351	48	-7.32	-4.6%
351335	7,365	15,056	22,421	7,287	13,091	20,378	-2,043	298	-6.86	-9.1%
351125	81,428	97,613	179,041	83,495	66,673	150,168	-28,873	4,219	-6.84	-16.1%
170161	3,278,603	2,092,884	5,371,487	2,318,961	1,749,580	4,068,541	-1,302,946	201,655	-6.46	-24.3%
361405	19,296	36,831	56,127	18,881	33,462	52,343	-3,784	586	-6.46	-6.7%
381614	49,980	105,445	155,426	50,920	92,713	143,633	-11,792	1,884	-6.26	-7.6%
341021	3,179	4,065	7,244	2,947	3,709	6,656	-588	95	-6.19	-8.1%
351247	22,522	25,671	48,193	21,717	21,796	43,512	-4,681	782	-5.99	-9.7%
371590	2,547	5,614	8,161	2,390	5,366	7,756	-405	70	-5.78	-5.0%
351133	21,721	34,602	56,323	20,857	31,364	52,221	-4,102	719	-5.71	-7.3%
391682	12,379	18,720	31,099	11,830	17,160	28,991	-2,109	374	-5.64	-6.8%
462206	2,315	3,949	6,264	2,176	3,773	5,949	-315	60	-5.25	-5.0%

**Appendix B**  
**2012 FURTHER MODIFICATIONS OF AVERAGE SCHEDULES**  
**IMPACTS OF PROPOSED FORMULAS FOR JULY 2012 USING FEBRUARY 2012 VIEW OF JANUARY 2012 SETTLEMENTS DATA**

Study Area	Current Settlements			Proposed Settlements			Settlement Differences			
	Common Line	Traffic Sensitive	Total	Common Line	Traffic Sensitive	Total	Total	Access Lines	Difference Per Line	Total % Difference
361381	5,422	7,710	13,132	5,166	7,023	12,189	-943	180	-5.24	-7.2%
340976	86,140	115,987	202,128	83,791	101,060	184,851	-17,276	3,343	-5.17	-8.6%
190237	32,169	46,690	78,859	33,776	38,754	72,530	-6,330	1,289	-4.91	-8.0%
351320	14,344	24,646	38,990	14,919	21,968	36,887	-2,102	435	-4.83	-5.4%
391664	83,080	85,605	168,685	80,835	72,482	153,317	-15,368	3,309	-4.64	-9.1%
310688	19,832	41,501	61,333	21,250	35,603	56,853	-4,479	967	-4.63	-7.3%
613026	4,983	9,317	14,300	4,885	8,628	13,513	-787	171	-4.60	-5.5%
361512	4,740	7,843	12,583	4,495	7,480	11,975	-607	135	-4.50	-4.8%
170193	698,613	804,810	1,503,423	688,774	619,848	1,308,621	-194,802	44,016	-4.43	-13.0%
351108	3,493	4,164	7,657	3,273	3,897	7,170	-487	114	-4.27	-6.4%
361365	6,061	8,359	14,421	5,983	7,392	13,375	-1,046	245	-4.27	-7.3%
361439	19,125	24,516	43,640	18,716	22,016	40,732	-2,908	697	-4.17	-6.7%
351107	7,164	11,115	18,278	7,028	10,145	17,173	-1,105	277	-3.99	-6.1%
391671	38,266	53,930	92,196	40,221	43,844	84,066	-8,131	2,086	-3.90	-8.8%
330856	36,800	38,580	75,380	38,413	29,440	67,852	-7,528	1,961	-3.84	-10.0%
351424	23,122	26,685	49,808	23,147	23,264	46,411	-3,397	888	-3.83	-6.8%
381509	8,719	14,469	23,189	8,219	13,961	22,180	-1,009	264	-3.82	-4.4%
341017	20,866	27,618	48,483	22,451	22,158	44,609	-3,874	1,018	-3.81	-8.0%
340990	6,432	6,127	12,560	6,287	5,318	11,606	-954	255	-3.74	-7.6%
351098	7,513	13,114	20,627	7,645	11,843	19,487	-1,140	305	-3.74	-5.5%
340993	8,979	15,905	24,884	9,118	14,351	23,469	-1,415	388	-3.65	-5.7%
361440	37,017	41,643	78,660	39,267	33,748	73,016	-5,644	1,566	-3.60	-7.2%
361409	119,224	111,168	230,392	116,892	84,863	201,755	-28,638	8,150	-3.51	-12.4%
220395	59,618	86,112	145,730	64,453	68,687	133,140	-12,590	3,602	-3.50	-8.6%
351405	52,337	96,799	149,137	51,905	90,220	142,124	-7,012	2,009	-3.49	-4.7%
220387	204,083	198,972	403,055	200,948	156,187	357,134	-45,921	13,264	-3.46	-11.4%
300585	9,718	14,028	23,746	10,506	11,638	22,143	-1,603	472	-3.40	-6.8%
351168	47,971	65,711	113,681	46,629	61,566	108,196	-5,486	1,647	-3.33	-4.8%
361515	28,880	27,541	56,421	30,218	20,441	50,659	-5,762	1,746	-3.30	-10.2%
351342	5,119	11,029	16,148	4,903	10,693	15,595	-553	171	-3.23	-3.4%
330881	396,442	375,971	772,413	389,236	300,445	689,681	-82,731	26,028	-3.18	-10.7%
351282	26,650	27,702	54,352	26,607	24,352	50,958	-3,394	1,074	-3.16	-6.2%

**Appendix B**  
**2012 FURTHER MODIFICATIONS OF AVERAGE SCHEDULES**  
**IMPACTS OF PROPOSED FORMULAS FOR JULY 2012 USING FEBRUARY 2012 VIEW OF JANUARY 2012 SETTLEMENTS DATA**

Study Area	Current Settlements			Proposed Settlements			Settlement Differences			
	Common Line	Traffic Sensitive	Total	Common Line	Traffic Sensitive	Total	Total	Access Lines	Difference Per Line	Total % Difference
320777	29,574	27,965	57,539	30,823	21,263	52,086	-5,453	1,735	-3.14	-9.5%
330943	44,154	47,181	91,336	46,766	36,581	83,347	-7,988	2,576	-3.10	-8.8%
361502	35,500	49,357	84,857	38,018	41,367	79,384	-5,473	1,841	-2.97	-6.5%
351271	33,314	42,214	75,529	33,873	36,627	70,500	-5,029	1,697	-2.96	-6.7%
383303	583,471	583,028	1,166,499	621,250	449,366	1,070,616	-95,883	33,434	-2.87	-8.2%
150125	100,740	75,981	176,721	102,084	55,726	157,810	-18,911	6,600	-2.87	-10.7%
250312	93,033	78,913	171,945	91,377	64,406	155,783	-16,163	5,902	-2.74	-9.4%
320750	24,275	25,477	49,752	25,869	20,032	45,901	-3,851	1,412	-2.73	-7.7%
250311	36,717	38,667	75,383	39,247	31,401	70,647	-4,736	1,742	-2.72	-6.3%
351248	28,994	28,538	57,531	30,300	23,480	53,780	-3,751	1,389	-2.70	-6.5%
330872	25,815	21,076	46,891	26,950	16,462	43,412	-3,479	1,362	-2.55	-7.4%
351259	52,656	75,490	128,146	52,268	71,148	123,416	-4,730	1,882	-2.51	-3.7%
170204	42,606	60,668	103,274	45,980	51,658	97,637	-5,637	2,246	-2.51	-5.5%
300659	102,764	80,299	183,063	105,147	62,368	167,515	-15,549	6,347	-2.45	-8.5%
330955	109,478	77,871	187,349	107,390	63,015	170,405	-16,944	6,975	-2.43	-9.0%
431968	27,979	45,683	73,662	30,249	39,980	70,229	-3,433	1,424	-2.41	-4.7%
371530	37,294	58,028	95,322	36,669	55,749	92,418	-2,904	1,212	-2.40	-3.1%
100005	9,675	10,895	20,570	10,410	9,026	19,435	-1,135	481	-2.36	-5.5%
330865	24,714	25,839	50,553	26,015	21,329	47,344	-3,209	1,369	-2.34	-6.4%
472227	31,577	35,932	67,510	31,245	33,450	64,694	-2,816	1,220	-2.31	-4.2%
320816	7,657	9,872	17,529	7,852	8,950	16,802	-727	321	-2.26	-4.2%
351301	17,751	30,992	48,743	17,168	30,303	47,471	-1,273	567	-2.24	-2.6%
320829	49,965	44,519	94,483	51,758	36,059	87,817	-6,666	3,011	-2.21	-7.1%
190253	33,312	41,652	74,963	35,444	35,553	70,997	-3,967	1,854	-2.14	-5.3%
330915	55,739	50,229	105,968	57,286	41,080	98,366	-7,601	3,558	-2.14	-7.2%
421893	9,058	18,104	27,162	9,433	16,847	26,281	-881	414	-2.13	-3.2%
330851	24,487	29,786	54,273	26,249	24,922	51,172	-3,102	1,457	-2.13	-5.7%
351260	69,582	71,477	141,059	75,355	58,460	133,815	-7,244	3,403	-2.13	-5.1%
351310	11,703	16,302	28,005	12,450	14,576	27,027	-978	463	-2.11	-3.5%
280460	75,501	81,398	156,899	81,192	66,286	147,479	-9,420	4,474	-2.11	-6.0%
220324	42,070	43,387	85,456	44,078	36,171	80,249	-5,207	2,514	-2.07	-6.1%
230491	996,988	632,676	1,629,664	981,715	505,503	1,487,218	-142,446	69,306	-2.06	-8.7%

**Appendix B**  
**2012 FURTHER MODIFICATIONS OF AVERAGE SCHEDULES**  
**IMPACTS OF PROPOSED FORMULAS FOR JULY 2012 USING FEBRUARY 2012 VIEW OF JANUARY 2012 SETTLEMENTS DATA**

Study Area	Current Settlements			Proposed Settlements			Settlement Differences			
	Common Line	Traffic Sensitive	Total	Common Line	Traffic Sensitive	Total	Total	Access Lines	Difference Per Line	Total % Difference
170156	56,102	37,010	93,111	57,392	28,217	85,609	-7,502	3,732	-2.01	-8.1%
190250	399,722	333,404	733,126	413,083	275,409	688,492	-44,634	22,233	-2.01	-6.1%
190238	39,808	37,991	77,799	40,221	34,491	74,712	-3,087	1,569	-1.97	-4.0%
351114	9,017	14,115	23,132	9,297	13,166	22,463	-668	341	-1.96	-2.9%
300645	18,759	17,860	36,619	19,736	14,962	34,697	-1,921	990	-1.94	-5.3%
170165	619,305	389,478	1,008,783	610,638	316,209	926,847	-81,936	43,045	-1.90	-8.1%
330842	92,787	91,698	184,485	98,810	75,615	174,425	-10,060	5,287	-1.90	-5.5%
361495	18,895	20,567	39,462	19,162	19,097	38,260	-1,203	635	-1.89	-3.1%
351202	13,828	22,105	35,933	14,816	19,900	34,717	-1,216	657	-1.85	-3.4%
300586	18,556	18,846	37,402	19,629	15,925	35,554	-1,848	1,006	-1.84	-4.9%
361450	68,610	58,004	126,614	74,401	46,047	120,448	-6,166	3,531	-1.75	-4.9%
340998	9,409	12,284	21,693	10,113	10,863	20,976	-717	422	-1.70	-3.3%
170151	229,124	105,953	335,077	224,282	83,677	307,959	-27,118	16,028	-1.69	-8.1%
100022	84,486	74,146	158,631	89,805	60,736	150,541	-8,090	4,840	-1.67	-5.1%
330846	63,700	58,953	122,653	67,135	49,646	116,781	-5,872	3,518	-1.67	-4.8%
290598	30,210	34,024	64,235	29,991	32,399	62,390	-1,845	1,138	-1.62	-2.9%
300664	15,233	23,614	38,847	15,677	21,837	37,514	-1,333	860	-1.55	-3.4%
170162	562,675	332,090	894,766	575,954	267,945	843,900	-50,866	37,615	-1.35	-5.7%
330944	130,573	104,806	235,380	133,335	91,547	224,882	-10,497	7,790	-1.35	-4.5%
320744	28,451	28,574	57,025	30,703	24,582	55,285	-1,741	1,321	-1.32	-3.1%
310678	22,095	27,346	49,441	22,616	25,441	48,057	-1,384	1,091	-1.27	-2.8%
351137	13,862	21,595	35,457	13,603	21,257	34,860	-597	490	-1.22	-1.7%
300588	18,887	33,449	52,336	20,024	31,236	51,260	-1,076	885	-1.22	-2.1%
351336	26,678	32,089	58,767	28,312	28,907	57,218	-1,549	1,315	-1.18	-2.6%
340983	21,812	21,886	43,697	23,265	18,891	42,156	-1,541	1,310	-1.18	-3.5%
361479	178,269	94,759	273,028	180,982	78,942	259,923	-13,105	11,379	-1.15	-4.8%
260417	28,268	26,675	54,943	30,123	22,955	53,078	-1,865	1,665	-1.12	-3.4%
330951	42,375	36,925	79,299	44,434	32,068	76,502	-2,797	2,519	-1.11	-3.5%
280451	28,109	34,732	62,841	29,632	31,625	61,257	-1,584	1,455	-1.09	-2.5%
230494	26,332	39,788	66,121	27,866	36,775	64,641	-1,480	1,363	-1.09	-2.2%
351266	5,960	11,516	17,476	5,850	11,398	17,248	-228	219	-1.04	-1.3%
351238	6,550	10,340	16,890	6,565	10,059	16,624	-266	257	-1.04	-1.6%

**Appendix B**  
**2012 FURTHER MODIFICATIONS OF AVERAGE SCHEDULES**  
**IMPACTS OF PROPOSED FORMULAS FOR JULY 2012 USING FEBRUARY 2012 VIEW OF JANUARY 2012 SETTLEMENTS DATA**

Study Area	Current Settlements			Proposed Settlements			Settlement Differences			Total % Difference
	Common Line	Traffic Sensitive	Total	Common Line	Traffic Sensitive	Total	Total	Access Lines	Difference Per Line	
351232	14,400	25,544	39,944	15,392	24,041	39,434	-511	500	-1.02	-1.3%
300589	12,990	24,789	37,779	14,297	22,864	37,160	-619	621	-1.00	-1.6%
351237	32,248	47,505	79,753	32,554	45,978	78,532	-1,221	1,229	-0.99	-1.5%
300651	7,904	8,067	15,971	8,151	7,502	15,653	-318	340	-0.94	-2.0%
330938	99,331	87,610	186,941	105,736	76,027	181,762	-5,178	5,568	-0.93	-2.8%
351177	30,338	24,851	55,189	31,628	22,327	53,955	-1,234	1,328	-0.93	-2.2%
330847	14,319	11,239	25,558	15,082	9,823	24,905	-653	724	-0.90	-2.6%
330843	72,141	51,348	123,489	77,152	42,633	119,785	-3,704	4,260	-0.87	-3.0%
280467	13,953	18,937	32,890	14,851	17,442	32,293	-596	695	-0.86	-1.8%
351230	37,257	33,864	71,121	39,822	29,871	69,693	-1,428	1,673	-0.85	-2.0%
220364	105,290	92,365	197,655	112,901	79,714	192,615	-5,040	6,102	-0.83	-2.6%
170171	19,990	20,697	40,687	21,514	18,239	39,752	-935	1,145	-0.82	-2.3%
250283	150,117	119,492	269,609	157,086	105,432	262,518	-7,091	8,734	-0.81	-2.6%
100020	69,166	59,610	128,777	74,352	51,516	125,868	-2,908	3,722	-0.78	-2.3%
361499	32,082	21,108	53,190	33,942	17,848	51,790	-1,400	1,945	-0.72	-2.6%
250301	35,139	42,726	77,864	37,733	38,799	76,533	-1,332	1,852	-0.72	-1.7%
351265	5,302	10,829	16,132	5,204	10,799	16,003	-129	179	-0.72	-0.8%
240535	10,756	15,412	26,169	11,715	14,062	25,777	-391	573	-0.68	-1.5%
330925	31,076	21,990	53,066	32,851	19,029	51,880	-1,186	1,844	-0.64	-2.2%
462198	17,071	21,753	38,824	17,710	20,609	38,319	-506	804	-0.63	-1.3%
361487	18,397	15,761	34,158	19,766	13,726	33,492	-666	1,120	-0.59	-2.0%
361505	135,991	96,060	232,052	139,064	89,571	228,635	-3,417	5,803	-0.59	-1.5%
361507	21,116	21,258	42,374	22,860	18,808	41,668	-706	1,209	-0.58	-1.7%
300656	17,813	15,280	33,093	19,198	13,302	32,500	-593	1,025	-0.58	-1.8%
300663	6,829	10,448	17,277	6,783	10,363	17,147	-131	244	-0.53	-0.8%
351308	9,664	16,455	26,119	10,091	15,835	25,926	-193	374	-0.52	-0.7%
351270	6,658	11,135	17,793	6,539	11,132	17,670	-123	254	-0.49	-0.7%
351118	31,052	25,168	56,220	32,898	22,593	55,491	-729	1,557	-0.47	-1.3%
330889	29,392	31,032	60,424	31,351	28,346	59,698	-726	1,588	-0.46	-1.2%
361353	20,765	17,163	37,927	22,138	15,314	37,452	-475	1,100	-0.43	-1.3%
170196	111,522	75,374	186,896	118,766	65,470	184,236	-2,660	6,419	-0.41	-1.4%
330879	46,233	43,732	89,965	49,044	39,931	88,974	-991	2,438	-0.41	-1.1%

**Appendix B**  
**2012 FURTHER MODIFICATIONS OF AVERAGE SCHEDULES**  
**IMPACTS OF PROPOSED FORMULAS FOR JULY 2012 USING FEBRUARY 2012 VIEW OF JANUARY 2012 SETTLEMENTS DATA**

Study Area	Current Settlements			Proposed Settlements			Settlement Differences			Total % Difference
	Common Line	Traffic Sensitive	Total	Common Line	Traffic Sensitive	Total	Total	Access Lines	Difference Per Line	
330930	57,361	41,193	98,554	62,464	34,847	97,311	-1,243	3,120	-0.40	-1.3%
351217	24,394	37,189	61,583	24,412	36,852	61,264	-319	809	-0.39	-0.5%
240546	237,544	150,742	388,286	253,308	129,415	382,724	-5,562	14,150	-0.39	-1.4%
502282	46,821	33,047	79,868	49,993	28,852	78,845	-1,023	2,679	-0.38	-1.3%
330970	83,421	78,574	161,996	90,658	69,560	160,218	-1,778	4,867	-0.37	-1.1%
330914	73,376	57,081	130,457	78,904	50,120	129,025	-1,432	4,294	-0.33	-1.1%
300639	17,437	13,173	30,610	18,753	11,536	30,289	-320	1,029	-0.31	-1.1%
361508	15,183	14,326	29,509	16,143	13,129	29,271	-237	821	-0.29	-0.8%
150076	16,272	13,578	29,850	17,443	12,140	29,583	-267	927	-0.29	-0.9%
351213	13,516	0	13,516	13,378	0	13,378	-138	491	-0.28	-1.0%
361427	303,059	0	303,059	297,742	0	297,742	-5,317	19,093	-0.28	-1.8%
140053	14,257	23,204	37,461	15,264	21,984	37,248	-213	809	-0.26	-0.6%
361475	73,695	48,347	122,041	77,237	43,953	121,190	-852	3,337	-0.26	-0.7%
391650	139,637	0	139,637	137,537	0	137,537	-2,100	9,348	-0.22	-1.5%
320751	35,251	30,425	65,676	37,695	27,582	65,277	-399	1,846	-0.22	-0.6%
230500	15,997	19,741	35,738	17,144	18,429	35,574	-164	817	-0.20	-0.5%
381622	19,840	28,125	47,966	20,678	27,132	47,810	-156	784	-0.20	-0.3%
361396	52,121	32,142	84,263	56,242	27,522	83,763	-499	2,829	-0.18	-0.6%
442107	88,636	0	88,636	87,604	0	87,604	-1,032	6,080	-0.17	-1.2%
190226	331,014	0	331,014	327,301	0	327,301	-3,713	22,647	-0.16	-1.1%
290553	538,238	255,070	793,308	572,734	216,003	788,737	-4,571	29,533	-0.15	-0.6%
170191	189,192	146,911	336,103	202,862	131,935	334,797	-1,306	9,960	-0.13	-0.4%
351139	32,542	45,344	77,885	33,272	44,447	77,718	-167	1,300	-0.13	-0.2%
522430	63,582	39,975	103,557	67,879	35,212	103,090	-466	3,645	-0.13	-0.5%
200258	25,686	29,611	55,297	27,449	27,684	55,133	-164	1,285	-0.13	-0.3%
351160	21,888	19,877	41,765	23,448	18,245	41,693	-72	835	-0.09	-0.2%
300654	12,734	18,437	31,172	13,734	17,396	31,130	-42	646	-0.07	-0.1%
361356	68,834	38,047	106,881	73,476	33,206	106,682	-199	3,975	-0.05	-0.2%
230478	30,533	45,323	75,856	32,578	43,208	75,786	-70	1,699	-0.04	-0.1%
260412	21,073	21,400	42,473	22,820	19,643	42,463	-10	1,184	-0.01	0.0%
351222	12,899	13,302	26,201	13,788	12,424	26,213	11	666	0.02	0.0%
310676	100,184	56,367	156,551	107,521	49,369	156,890	340	6,178	0.05	0.2%

**Appendix B**  
**2012 FURTHER MODIFICATIONS OF AVERAGE SCHEDULES**  
**IMPACTS OF PROPOSED FORMULAS FOR JULY 2012 USING FEBRUARY 2012 VIEW OF JANUARY 2012 SETTLEMENTS DATA**

Study Area	Current Settlements			Proposed Settlements			Settlement Differences			
	Common Line	Traffic Sensitive	Total	Common Line	Traffic Sensitive	Total	Total	Access Lines	Difference Per Line	Total % Difference
351344	20,957	30,363	51,320	20,719	30,646	51,364	44	687	0.06	0.1%
361443	146,299	105,290	251,590	158,345	93,794	252,139	549	8,443	0.07	0.2%
330905	38,472	26,042	64,514	41,371	23,301	64,673	159	2,216	0.07	0.3%
330868	39,961	29,418	69,379	42,604	26,931	69,535	156	2,163	0.07	0.2%
351228	6,315	10,685	17,000	6,199	10,829	17,028	28	237	0.12	0.2%
320792	37,542	38,372	75,914	40,102	36,123	76,224	310	2,252	0.14	0.4%
300662	10,449	9,157	19,606	11,385	8,312	19,696	90	592	0.15	0.5%
351115	29,340	33,816	63,156	32,176	31,332	63,508	353	2,078	0.17	0.6%
351179	7,237	11,867	19,104	7,241	11,912	19,154	50	279	0.18	0.3%
361426	12,507	13,329	25,835	12,514	13,411	25,925	90	493	0.18	0.4%
361474	9,648	11,318	20,966	10,520	10,543	21,063	97	488	0.20	0.5%
330967	42,622	36,639	79,260	45,424	34,337	79,761	501	2,411	0.21	0.6%
240516	196,453	0	196,453	199,115	0	199,115	2,662	12,527	0.21	1.4%
310675	74,527	50,204	124,731	80,138	45,501	125,639	908	4,143	0.22	0.7%
300614	15,425	15,388	30,813	16,513	14,471	30,984	171	734	0.23	0.6%
287449	10,792	12,761	23,553	11,766	11,934	23,700	146	579	0.25	0.6%
330896	26,923	22,470	49,393	28,764	20,997	49,761	367	1,435	0.26	0.7%
170175	67,836	0	67,836	68,970	0	68,970	1,134	4,015	0.28	1.7%
351273	14,090	11,943	26,033	15,072	11,184	26,256	224	705	0.32	0.9%
170210	24,933	21,517	46,450	26,754	20,076	46,830	380	1,161	0.33	0.8%
240515	61,771	0	61,771	63,061	0	63,061	1,290	3,881	0.33	2.1%
351261	29,253	38,601	67,854	29,134	39,100	68,234	380	1,063	0.36	0.6%
351319	53,600	65,152	118,753	56,332	63,297	119,628	876	2,271	0.39	0.7%
351274	23,973	26,646	50,619	25,790	25,375	51,164	545	1,237	0.44	1.1%
361404	19,520	18,941	38,461	20,923	17,935	38,858	397	874	0.45	1.0%
351189	19,140	27,276	46,416	19,989	26,779	46,768	352	760	0.46	0.8%
341016	140,551	0	140,551	143,982	0	143,982	3,431	7,206	0.48	2.4%
330946	20,077	26,402	46,478	21,065	25,819	46,884	406	838	0.48	0.9%
341050	38,084	26,548	64,632	40,640	25,099	65,739	1,107	2,240	0.49	1.7%
300633	10,094	13,473	23,566	11,155	12,679	23,834	268	525	0.51	1.1%
361476	8,423	7,511	15,934	8,896	7,263	16,159	225	384	0.58	1.4%
341024	45,999	51,882	97,882	45,067	53,861	98,929	1,047	1,708	0.61	1.1%

**Appendix B**  
**2012 FURTHER MODIFICATIONS OF AVERAGE SCHEDULES**  
**IMPACTS OF PROPOSED FORMULAS FOR JULY 2012 USING FEBRUARY 2012 VIEW OF JANUARY 2012 SETTLEMENTS DATA**

Study Area	Current Settlements			Proposed Settlements			Settlement Differences			Total % Difference
	Common Line	Traffic Sensitive	Total	Common Line	Traffic Sensitive	Total	Total	Access Lines	Difference Per Line	
381625	142,797	136,133	278,930	146,958	135,560	282,518	3,589	5,698	0.63	1.3%
341053	47,006	31,910	78,916	50,968	29,715	80,683	1,767	2,792	0.63	2.2%
197251	15,483	10,391	25,874	16,584	9,830	26,414	540	848	0.64	2.1%
361430	140,262	89,692	229,955	153,159	82,228	235,386	5,431	8,450	0.64	2.4%
320809	27,992	28,168	56,160	30,362	26,710	57,072	912	1,365	0.67	1.6%
442043	14,084	20,494	34,578	14,234	20,722	34,956	379	543	0.70	1.1%
250322	69,395	96,541	165,937	74,119	94,208	168,327	2,390	3,383	0.71	1.4%
300590	22,196	27,897	50,094	22,663	28,040	50,703	610	859	0.71	1.2%
320756	17,068	28,323	45,391	17,984	28,009	45,993	602	828	0.73	1.3%
300619	18,629	13,168	31,796	20,192	12,394	32,586	790	1,072	0.74	2.5%
351212	46,759	0	46,759	48,906	0	48,906	2,147	2,829	0.76	4.6%
351150	9,342	9,488	18,829	10,205	8,987	19,192	363	467	0.78	1.9%
532396	13,342	18,800	32,142	14,276	18,309	32,585	443	552	0.80	1.4%
300609	38,624	24,717	63,341	41,191	24,063	65,254	1,913	2,360	0.81	3.0%
330880	92,869	54,793	147,662	100,505	51,577	152,082	4,420	5,394	0.82	3.0%
230501	479,833	0	479,833	506,505	0	506,505	26,671	30,803	0.87	5.6%
351176	10,519	14,160	24,679	11,036	14,013	25,049	370	427	0.87	1.5%
320771	10,122	15,874	25,996	10,811	15,546	26,356	360	406	0.89	1.4%
361431	41,905	30,595	72,500	45,872	28,605	74,478	1,977	2,177	0.91	2.7%
421942	34,791	53,437	88,227	37,803	51,807	89,611	1,383	1,490	0.93	1.6%
351264	14,852	17,783	32,635	14,961	18,202	33,164	529	559	0.95	1.6%
351245	8,128	10,871	18,998	8,138	11,164	19,302	303	307	0.99	1.6%
351309	14,420	49,605	64,024	15,266	49,146	64,412	387	386	1.00	0.6%
230511	365,133	0	365,133	387,497	0	387,497	22,364	22,223	1.01	6.1%
361472	101,323	89,942	191,265	111,333	85,333	196,666	5,401	5,320	1.02	2.8%
421900	33,051	42,187	75,238	33,786	42,731	76,517	1,279	1,240	1.03	1.7%
320830	49,781	45,306	95,088	54,177	43,612	97,789	2,701	2,611	1.03	2.8%
320778	27,890	17,761	45,651	30,047	17,321	47,368	1,717	1,658	1.04	3.8%
290570	87,818	60,742	148,561	94,895	58,521	153,416	4,856	4,624	1.05	3.3%
351246	16,890	21,407	38,297	17,201	21,771	38,972	675	631	1.07	1.8%
330945	36,115	28,010	64,125	39,513	26,836	66,349	2,224	2,052	1.08	3.5%
361423	13,622	10,900	24,521	14,687	10,636	25,324	803	734	1.09	3.3%

**Appendix B**  
**2012 FURTHER MODIFICATIONS OF AVERAGE SCHEDULES**  
**IMPACTS OF PROPOSED FORMULAS FOR JULY 2012 USING FEBRUARY 2012 VIEW OF JANUARY 2012 SETTLEMENTS DATA**

Study Area	Current Settlements			Proposed Settlements			Settlement Differences			
	Common Line	Traffic Sensitive	Total	Common Line	Traffic Sensitive	Total	Total	Access Lines	Difference Per Line	Total % Difference
300650	24,398	17,183	41,581	26,504	16,537	43,041	1,460	1,310	1.11	3.5%
100019	93,879	51,244	145,123	100,042	50,563	150,605	5,482	4,747	1.15	3.8%
260408	105,782	0	105,782	112,366	0	112,366	6,583	5,664	1.16	6.2%
381638	27,123	35,056	62,180	27,406	35,938	63,344	1,164	981	1.19	1.9%
240541	32,911	0	32,911	35,085	0	35,085	2,174	1,826	1.19	6.6%
351097	6,891	11,296	18,187	6,821	11,719	18,540	353	274	1.29	1.9%
482252	43,274	0	43,274	46,933	0	46,933	3,659	2,657	1.38	8.5%
361390	51,671	62,403	114,075	52,555	64,276	116,831	2,756	1,957	1.41	2.4%
421759	54,656	61,848	116,505	56,918	62,762	119,680	3,175	2,240	1.42	2.7%
351278	14,941	0	14,941	15,977	0	15,977	1,036	705	1.47	6.9%
300625	24,474	18,583	43,057	26,520	18,572	45,092	2,035	1,381	1.47	4.7%
220389	93,382	94,953	188,335	98,805	96,790	195,596	7,261	4,884	1.49	3.9%
120043	29,307	34,275	63,582	30,707	35,261	65,968	2,386	1,529	1.56	3.8%
240532	8,998	0	8,998	9,648	0	9,648	649	411	1.58	7.2%
361654	32,732	35,657	68,389	36,051	34,781	70,832	2,443	1,534	1.59	3.6%
401712	118,166	137,087	255,253	126,633	138,498	265,131	9,878	6,180	1.60	3.9%
320796	12,130	18,732	30,862	13,180	18,549	31,729	868	532	1.63	2.8%
351152	26,121	31,242	57,363	27,976	31,538	59,514	2,152	1,276	1.69	3.8%
270428	16,583	22,772	39,356	17,921	22,985	40,906	1,551	915	1.69	3.9%
351331	76,968	85,314	162,282	82,887	86,394	169,281	6,999	4,124	1.70	4.3%
330875	18,781	13,393	32,174	20,475	13,530	34,006	1,831	1,075	1.70	5.7%
532386	29,932	30,890	60,822	31,851	31,796	63,646	2,824	1,657	1.70	4.6%
351251	36,323	47,959	84,282	39,395	47,821	87,217	2,935	1,720	1.71	3.5%
300591	11,632	15,079	26,711	12,615	15,098	27,713	1,002	582	1.72	3.8%
351146	7,338	10,102	17,440	7,377	10,583	17,960	519	298	1.74	3.0%
341029	20,534	18,283	38,816	22,594	18,049	40,643	1,826	1,046	1.75	4.7%
361375	138,370	0	138,370	149,612	0	149,612	11,241	6,369	1.77	8.1%
391669	50,642	55,609	106,251	52,006	57,713	109,719	3,468	1,926	1.80	3.3%
502279	26,632	28,345	54,977	28,103	29,688	57,791	2,814	1,395	2.02	5.1%
381615	38,840	39,049	77,889	41,390	39,869	81,258	3,370	1,670	2.02	4.3%
320837	13,174	11,529	24,703	14,359	11,770	26,128	1,425	698	2.04	5.8%
371555	100,086	108,745	208,831	110,594	108,562	219,156	10,325	5,031	2.05	4.9%

**Appendix B**  
**2012 FURTHER MODIFICATIONS OF AVERAGE SCHEDULES**  
**IMPACTS OF PROPOSED FORMULAS FOR JULY 2012 USING FEBRUARY 2012 VIEW OF JANUARY 2012 SETTLEMENTS DATA**

Study Area	Current Settlements			Proposed Settlements			Settlement Differences			
	Common Line	Traffic Sensitive	Total	Common Line	Traffic Sensitive	Total	Total	Access Lines	Difference Per Line	Total % Difference
351136	11,891	10,969	22,860	12,899	10,976	23,875	1,015	487	2.08	4.4%
351293	21,603	24,736	46,340	23,068	25,218	48,286	1,947	920	2.12	4.2%
361424	18,654	21,227	39,881	19,312	22,133	41,446	1,565	727	2.15	3.9%
351307	4,624	9,738	14,361	4,462	10,265	14,726	365	164	2.23	2.5%
341075	8,472	13,048	21,520	8,951	13,438	22,389	869	387	2.24	4.0%
361408	30,718	30,064	60,783	34,154	30,212	64,366	3,583	1,550	2.31	5.9%
260398	314,526	277,590	592,116	332,675	301,643	634,318	42,201	18,170	2.32	7.1%
170197	23,816	15,574	39,391	25,922	16,426	42,348	2,958	1,240	2.39	7.5%
351173	43,356	51,458	94,814	46,976	52,593	99,568	4,754	1,981	2.40	5.0%
391649	24,890	25,413	50,303	26,658	26,825	53,483	3,180	1,317	2.41	6.3%
351280	8,122	12,737	20,859	8,514	13,207	21,721	862	355	2.43	4.1%
320826	13,752	25,556	39,308	14,635	26,316	40,951	1,644	661	2.49	4.2%
351334	75,907	88,533	164,440	80,993	91,798	172,791	8,351	3,312	2.52	5.1%
351101	17,667	21,986	39,653	18,498	23,383	41,881	2,228	880	2.53	5.6%
351291	39,113	46,860	85,973	40,771	49,009	89,780	3,807	1,483	2.57	4.4%
100015	124,128	110,566	234,693	133,845	118,056	251,901	17,208	6,587	2.61	7.3%
351269	11,138	21,633	32,771	11,958	22,039	33,996	1,225	463	2.65	3.7%
310694	10,948	15,336	26,284	12,028	15,784	27,812	1,528	573	2.67	5.8%
220380	80,257	81,176	161,433	87,081	86,748	173,830	12,397	4,494	2.76	7.7%
351242	12,720	15,748	28,468	13,493	16,738	30,231	1,763	632	2.79	6.2%
300604	18,149	13,605	31,754	19,735	14,996	34,731	2,976	1,066	2.79	9.4%
351166	14,427	14,897	29,324	15,391	15,995	31,387	2,063	737	2.80	7.0%
351250	11,307	14,466	25,773	11,951	15,158	27,109	1,336	470	2.84	5.2%
290565	336,896	254,595	591,491	360,361	287,978	648,339	56,849	19,931	2.85	9.6%
351276	20,740	20,278	41,017	22,507	21,393	43,901	2,883	996	2.89	7.0%
351294	10,945	16,874	27,819	11,742	17,415	29,157	1,337	458	2.92	4.8%
300634	47,731	38,128	85,859	49,790	44,209	93,999	8,140	2,782	2.93	9.5%
351141	14,102	16,596	30,698	15,122	17,665	32,786	2,088	703	2.97	6.8%
351203	13,539	15,244	28,783	14,484	16,310	30,794	2,012	670	3.00	7.0%
351257	14,846	15,733	30,580	15,751	17,067	32,818	2,239	733	3.05	7.3%
250285	14,791	22,989	37,781	15,875	24,255	40,130	2,349	763	3.08	6.2%
351113	24,103	19,476	43,580	25,388	22,229	47,618	4,038	1,302	3.10	9.3%

**Appendix B**  
**2012 FURTHER MODIFICATIONS OF AVERAGE SCHEDULES**  
**IMPACTS OF PROPOSED FORMULAS FOR JULY 2012 USING FEBRUARY 2012 VIEW OF JANUARY 2012 SETTLEMENTS DATA**

Study Area	Current Settlements			Proposed Settlements			Settlement Differences			
	Common Line	Traffic Sensitive	Total	Common Line	Traffic Sensitive	Total	Total	Access Lines	Difference Per Line	Total % Difference
351306	23,924	44,172	68,096	25,732	46,125	71,857	3,761	1,209	3.11	5.5%
351171	33,325	35,928	69,253	35,485	39,503	74,988	5,735	1,841	3.11	8.3%
351112	25,567	30,835	56,403	26,207	33,073	59,281	2,878	914	3.15	5.1%
190239	14,862	15,613	30,475	15,772	17,097	32,869	2,395	758	3.16	7.9%
190225	126,744	97,879	224,624	134,891	111,494	246,385	21,761	6,887	3.16	9.7%
351302	20,167	21,161	41,327	21,413	23,222	44,635	3,308	1,046	3.16	8.0%
351199	9,712	12,131	21,843	10,234	12,903	23,138	1,295	409	3.17	5.9%
351322	8,400	11,291	19,691	8,940	12,075	21,016	1,324	418	3.17	6.7%
361413	34,691	23,721	58,412	37,560	25,938	63,498	5,086	1,605	3.17	8.7%
401722	69,837	67,912	137,750	73,526	73,722	147,249	9,499	2,988	3.18	6.9%
351175	9,181	11,902	21,083	9,470	12,726	22,197	1,114	349	3.19	5.3%
190243	45,106	47,076	92,182	48,879	51,370	100,249	8,067	2,510	3.21	8.8%
371581	32,050	32,459	64,509	34,099	35,246	69,346	4,837	1,484	3.26	7.5%
170145	33,663	30,934	64,596	36,228	34,722	70,950	6,353	1,925	3.30	9.8%
341087	12,020	16,728	28,748	13,008	17,533	30,541	1,793	541	3.31	6.2%
351153	13,073	17,459	30,532	14,026	18,558	32,584	2,052	608	3.38	6.7%
170200	26,633	25,959	52,592	28,631	29,105	57,735	5,143	1,497	3.44	9.8%
341086	8,252	11,723	19,975	8,809	12,509	21,318	1,343	383	3.51	6.7%
351239	13,573	17,183	30,756	13,650	18,864	32,513	1,757	497	3.53	5.7%
391653	7,298	9,482	16,780	7,502	10,386	17,888	1,108	311	3.56	6.6%
310703	30,655	29,158	59,814	33,257	31,956	65,213	5,399	1,514	3.57	9.0%
401710	18,712	21,802	40,514	20,088	23,310	43,398	2,884	799	3.61	7.1%
350739	5,476	9,889	15,365	5,330	10,737	16,067	702	194	3.62	4.6%
351157	16,685	21,044	37,729	17,137	22,763	39,899	2,171	600	3.62	5.8%
290554	196,740	154,038	350,778	207,854	181,470	389,324	38,546	10,620	3.63	11.0%
170195	11,120	17,034	28,154	11,803	17,940	29,743	1,589	436	3.64	5.6%
230505	54,625	38,094	92,718	58,808	45,113	103,920	11,202	3,059	3.66	12.1%
240536	185,216	152,246	337,462	198,829	180,670	379,499	42,037	11,213	3.75	12.5%
320827	21,915	32,731	54,646	23,553	35,608	59,161	4,514	1,191	3.79	8.3%
320839	14,741	21,384	36,124	15,734	23,094	38,828	2,704	690	3.92	7.5%
310735	18,377	12,610	30,987	19,715	14,755	34,469	3,482	881	3.95	11.2%
351162	23,150	28,465	51,615	25,108	30,779	55,887	4,272	1,069	4.00	8.3%

**Appendix B**  
**2012 FURTHER MODIFICATIONS OF AVERAGE SCHEDULES**  
**IMPACTS OF PROPOSED FORMULAS FOR JULY 2012 USING FEBRUARY 2012 VIEW OF JANUARY 2012 SETTLEMENTS DATA**

Study Area	<u>Current Settlements</u>			<u>Proposed Settlements</u>			<u>Settlement Differences</u>			Total % Difference
	Common Line	Traffic Sensitive	Total	Common Line	Traffic Sensitive	Total	Total	Access Lines	Difference Per Line	
190220	4,640	10,209	14,848	4,573	10,916	15,490	641	159	4.03	4.3%
351235	11,052	13,100	24,152	12,084	14,190	26,274	2,122	517	4.10	8.8%
391677	70,822	78,571	149,393	76,494	89,742	166,236	16,843	4,089	4.12	11.3%
351119	8,302	10,914	19,217	8,448	12,091	20,540	1,323	314	4.21	6.9%
140064	68,967	68,847	137,814	75,716	76,145	151,861	14,047	3,296	4.26	10.2%
230503	206,453	117,717	324,171	219,558	157,272	376,830	52,660	12,062	4.37	16.2%
351147	14,571	16,887	31,458	16,188	18,527	34,715	3,257	740	4.40	10.4%
260419	123,138	102,357	225,495	134,364	120,547	254,911	29,416	6,518	4.51	13.1%
391684	30,919	32,753	63,672	33,119	37,293	70,412	6,740	1,475	4.57	10.6%
351225	36,186	34,692	70,878	38,241	39,717	77,958	7,080	1,527	4.64	10.0%
391640	31,711	33,308	65,019	34,172	37,332	71,504	6,485	1,336	4.85	10.0%
421932	24,114	27,004	51,118	26,068	31,184	57,251	6,133	1,247	4.92	12.0%
351283	11,423	17,524	28,947	12,101	18,801	30,901	1,954	391	5.00	6.8%
351241	13,624	15,016	28,640	14,669	17,453	32,121	3,481	672	5.18	12.2%
230497	40,001	23,757	63,759	43,810	32,150	75,960	12,202	2,349	5.19	19.1%
351188	9,654	13,389	23,043	10,719	14,692	25,411	2,368	442	5.36	10.3%
351285	20,562	27,518	48,080	22,707	30,067	52,774	4,694	866	5.42	9.8%
230496	215,168	147,241	362,409	235,039	193,450	428,489	66,079	12,051	5.48	18.2%
351205	25,846	41,353	67,199	28,116	45,440	73,555	6,356	1,145	5.55	9.5%
351191	10,300	13,859	24,159	10,932	15,607	26,539	2,381	419	5.68	9.9%
361403	16,257	22,460	38,717	17,923	25,307	43,230	4,513	760	5.94	11.7%
371563	18,680	25,298	43,979	20,926	28,222	49,148	5,169	853	6.06	11.8%
341062	8,986	12,881	21,867	10,014	14,813	24,827	2,960	484	6.12	13.5%
351343	10,111	13,068	23,179	11,366	14,991	26,357	3,178	511	6.22	13.7%
502283	45,967	122,059	168,026	49,294	134,820	184,114	16,088	2,205	7.30	9.6%
310725	18,150	22,371	40,521	20,207	27,477	47,684	7,162	920	7.79	17.7%
120042	1,774	3,802	5,576	1,932	5,023	6,955	1,379	35	39.40	24.7%
Total	24,154,654	19,129,412	43,284,076	24,045,053	17,449,736	41,494,781	-1,789,292	1,375,072	-1.30	-4.1%